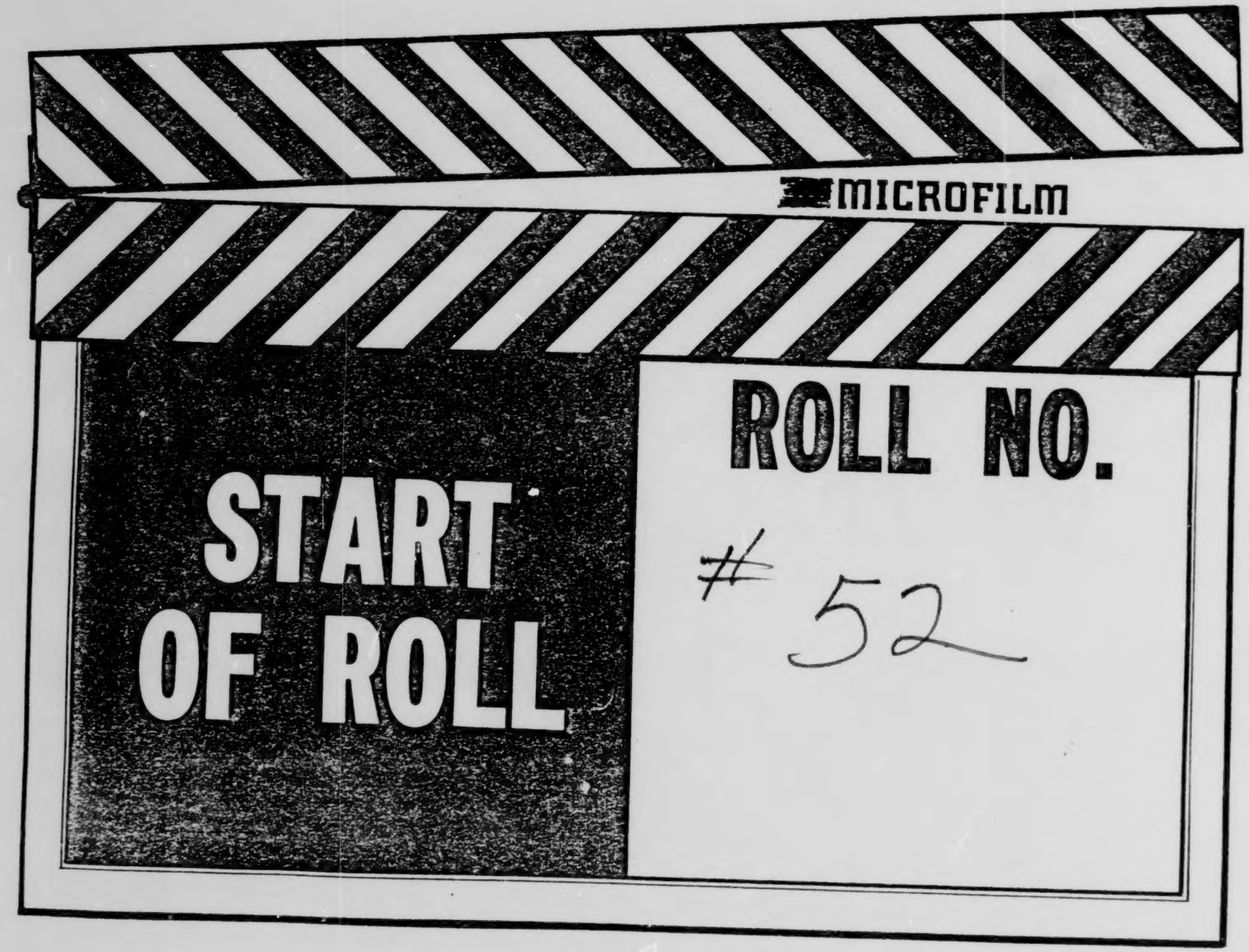

MICROFILM
START
OF ROLL
ROLL NO.
52

230-1030 Holdman-Helix Section of the Holdman Helix County Road 1949

#3222

RECEIVED
JAN 6 - 1949
FOR FILING
330-1030

3a

Salem, Oregon
December 23, 1948

Mr. H. G. Smith
Construction Engineer
O f f i c e

The State Highway Commission has approved transfer of funds from the Pioneer Spur-McDougall Camp Section of the Weston-Elgin Secondary Highway to the Helix-Holdman County Road and City of Umatilla projects.

The Helix-Holdman Road is to be graded, surfaced and oiled. The county is to furnish the rights of way, move fences where necessary, and pay $12,000 in cash. We have previously estimated the cost of this project at $170,000.

In the City of Umatilla, we are to widen a Type B-2 bituminous macadam existing pavement to a width of 62 feet between curbs and construct new curbs. Mr. Chidsey has estimated the cost of this work at $55,000.

You may submit a request for authority of survey on the above projects.

W. C. Williams
Assistant State Highway Engineer

WCW:ms

119°20'

10'

119°00'

45°00'

W A S H I N G T O N

BENTON COUNTY
WALLA WALLA CO
To Walla Walla 30 Mi

R. 31 E.

Umatilla Rapids

PLYMOUTH

COLUMBIA

RIVER

VAN SKINNER ISLAND

JUNIPER

R 30 E

TECHUMTAS ISLAND

Memaloose I

Sheep I

COLD SPRS

SAND

R. 29 E.

BENTON COUNTY

UMATILLA

370 Pop

R. 28 E.

U P

343

730 Fa

340

323

383

To The Dalles

30 Fa

R. 27 E.

T 5 N.

MORROW COUNTY T. 5 N.

Umatilla Butte

462

454

433

462

COLD SPRINGS RESERVOIR

SPRS.

BIRD REFUGE

UMATILLA

ORDNANCE

DEPOT

HERMISTON

803 Pop

Despain

Gulch

Missouri

Stage

U.P.

HINKLE

Umatilla

Cold

South

Fork

Juniper

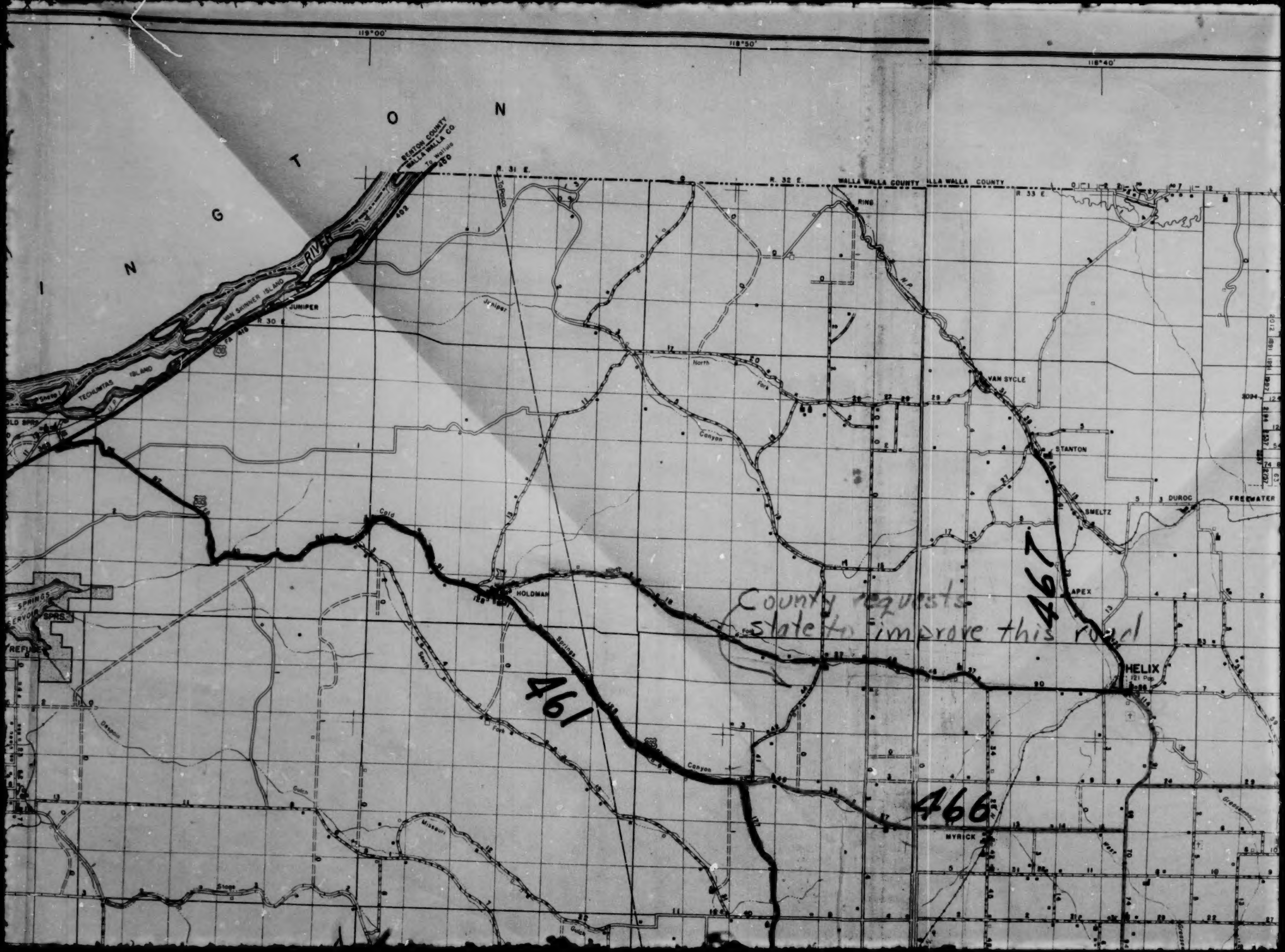
Johnson

402

415

730

Fa


119°00'
119°50'
118°40'
BENTON COUNTY
WALLA WALLA CO
To Wallula
R 31 E.
R 32 E.
WALLA WALLA COUNTY
WALLA WALLA COUNTY
R 33 E
RING
VAN SYCLE
STANTON
SMELTZ
DUROC
FREEWATER
APEX
HELIX
121 Pop
MYRICK
HOLDMAN
JUNIPER
R 30 E
VAN SKINNER ISLAND
TECHLIWTAS ISLAND
RIVER
Juniper
North
Fork
Canyon
Cold
Springs
South
Fork
Canyon
Missouri
Gulch
Stage
Gulch
Grassy
461
466
467
County requests
state to improve this road

W A S H I N G T O

WALLA WALLA COUNTY

WALLA WALLA COUNTY

R. 32 E.

R 33 E

R 34 E

R 35 E

R 36 E

118°40'

30'

30'

30'

RING

VAN SYCLE

STANTON

SMELTZ

DUROC

FREEWATER

WAYLAND

WATERMAN

APEX

HELIX
121 Pop

UMAPINE

CROCKET

SPOFFORD

GLENCOVE

CARPENTER

BARRETT

RUMFORD

JOHNSON

FREEWATER

MILTON
1744 Pop.

BADE

BLUE MOUNTAIN

ATHENA
1093
1133 Pop

WESTON
1438 Pop

MYRICK

Pine Creek

Birch Creek

Mill Creek

Pole Creek

Greasewood

Couse Creek

Dry Creek

Spring Creek

Ditch

464

465

466

467

469

471

474

County requests state to improve this road

A S H I N G T O N

118°00'

COLUMBIA COUNTY
WALLA WALLA COUNTY

46°00'

WALLOWA CO.

WALLA WALLA COUNTY

R. 36 E.
R. 37 E.
R. 38 E.
R. 39 E.

T. 5 N.
T. 4 N.

467

471

469

474

CROCKET

SPOFFORD

FREEWATER

HILTON

BADE

BLUE MOUNTAIN

DIMMICK

ATHENA

WESTON

Pikes Peak

Little Meadows

Big Meadows

Yellow Jacket Point

FOREST

The Horseshoe

Cub Spring

Bldlock Mtn

Table Glade

NATIONAL

LANGDON LAKE

UNION COUNTY

Stockum Spring

Sugar Spring

Whiskey Spring

Wild Woman Spring

Meadows Canyon

Big Meadows Canyon

Ridge

Creek

River

Fork

North

South

Walla

Couse

Dry

Pole

Elbow

Rogers

Beer Creek

Spring Creek

Grande Ronde

N

UMATILLA

ORDNANCE

HERMISTON
803 Pop.

COLD RESERVOIR SPRS.

BIRD REFUGE

HINKLE

STANFIELD
241 Pop.

Emigrant Buttes

ECHO
280 Pop

HOLIN

YOAKUM

463

433

462

443

470

MORROW COUNTY

R. 27 E.

R. 28 E.

Service Buttes
1665'

To Portland

To Heppner

Umatilla

Butter Creek

Alkali Canyon

Alkali Canyon

Spring Canyon

Canyon

Canyon

Canyon

Service Creek

Missouri

Gulch

Stage

Gulch

U.P.

461
466
467
443
470
468
475
Canyon
Gurdane
Missouri
Sloan
Gulch
Deadman
Fork
Greenwood
Creek
MYRICK
McCORMMACH
FULTON
HAVANA
SAKE
To Portland
To Pendleton Airport
PENDLETON
8847 Pop.
ROLIN
YOAKUM
RIETH
BARNHART
SPARKS
MISSION
UMATILLA
Umatilla
Butter
Spring
Coombs
Canyon
Creek
Meacham
Wildhorse
McKAY CREEK NAT'L WILDLIFE REFUGE
RESERVOIR

465

466

ATHENA
513 Pop

WESTON
496 Pop

474

MYRICK

ADAMS
169 Pop

467

412

McCORMACH

UMATILLA

County will improve this road

194

FULTON

BLAKELEY

HAVANA

INDIAN

RESERVATION

473

SAXE

GIBBON

168

PENDLETON
16847 Pop

CAYUSE

THORN HOLLOW

472

MISSION

RIETH

413

County requests state to improve this road

475

UMATILLA

INDIAN

RESERVATION

SPARKS

BOILING POINT

Deadman Hill

UMATILLA

63

474

469

412

County will improve this road

412

County requests state impose this road

ATHENA

WESTON

UMATILLA INDIAN RESERVATION

BINGHAM SPRINGS

Grouse Mtn

Graves Butte

UMATILLA NATIONAL FOREST

Table Glade

LANGDON LAKE

GIBBON

THORN HOLLOW

Buck Mtn

Round Mtn.

Black Mtn

Thimbleberry Mtn

DUNCAN

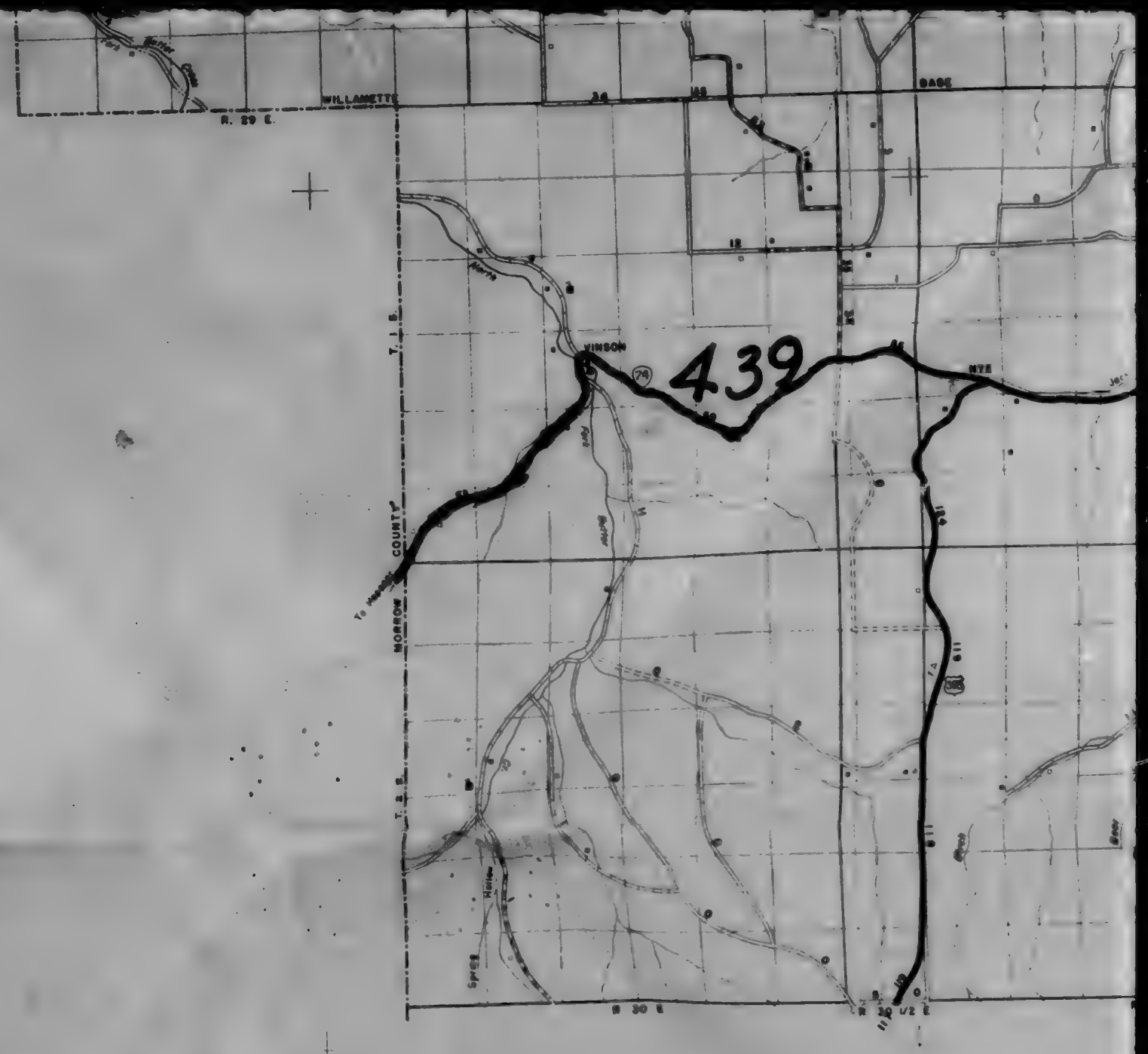
Deadman Hill

Deadmans Pass

STATE

N

ARRANGEMENT OF SHEETS
FOR
UMATILLA COUNTY

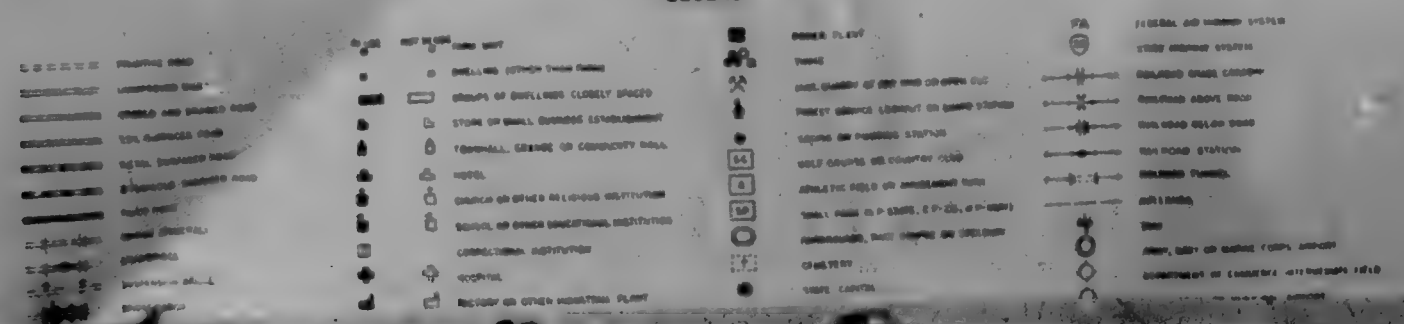


N

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1936-37 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND



439

PILOT ROCK

WILLAMETTE BASE LINE

GENERAL HIGHWAY MAP
UMATILLA COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

LEGEND

AY MAP
OUNTY
N

EPARTMENT

RICULTURE

ADS

WILLAMETTE BASE LINE

MEACHAM

HURON

NORTH FOR

STATE PARK

To La Grande

To Baker

R 32 E.

R 33 E.

R 34 E.

R 35 E.

R 36 E.

UMATILLA NAT F

UMATILLA NATIONAL FOREST

UNION COUNTY

UNION COUNTY

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1936-37 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

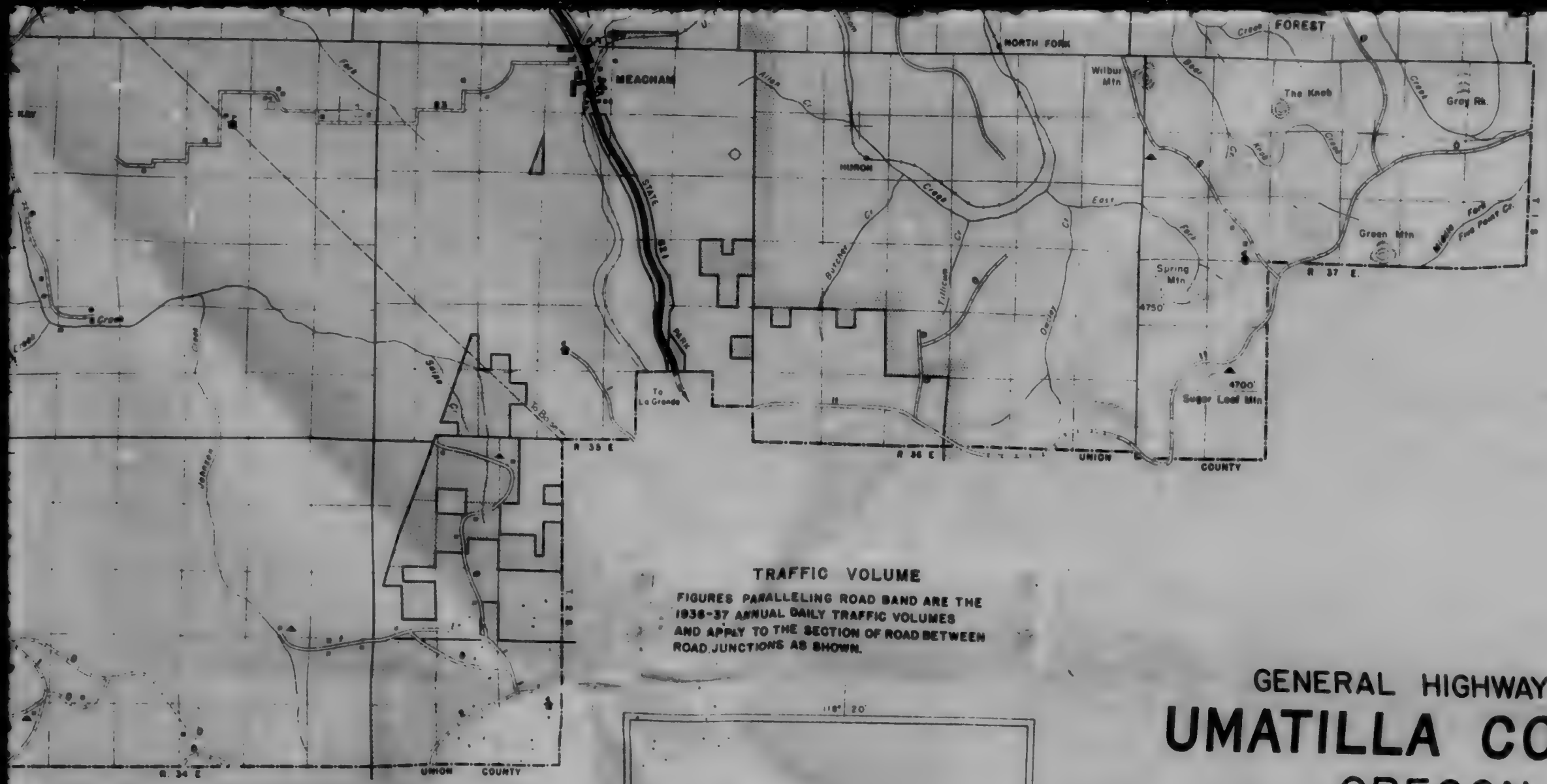
118° 20

ARRANGEMENT OF SHEETS
UMATILLA COUNTY

LEGEND

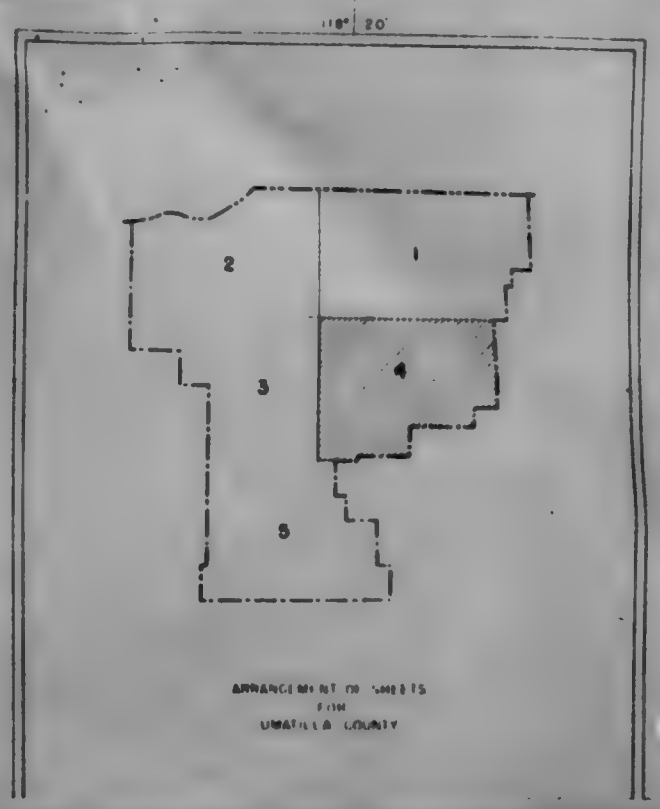
118° 40

118° 30

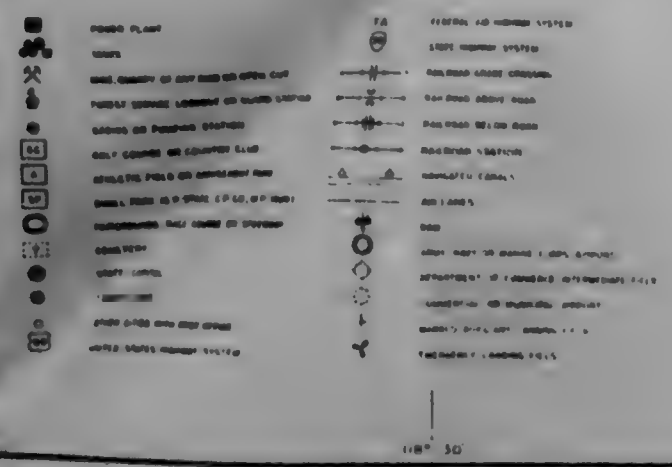


TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1936-37 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.



GEND



118° 30'

GENERAL HIGHWAY MAP
UMATILLA COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1936
REVISED 1939

SHEET 4 OF 5

UMATILLA COUNTY

RECEIVED
DEC 7 19
E-3 FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

230-1030

December 3, 1948

IN REPLY PLEASE
REFER TO FILE

County Court of Umatilla County
Courthouse
Pendleton, Oregon

Gentlemen:

In your letter of November 30, 1948, you endorse the petition of the Helix Chamber of Commerce, a copy of which was attached to your letter, that the state assume jurisdiction over that certain county road which extends southeasterly from the old route of the Oregon-Washington Highway, in the town of Havana, to a connection with the new route of this highway.

I shall be pleased to bring this matter to the attention of the State Highway Commission. I am also bringing it to the attention of the State Highway Engineer for recommendation to the Commission when the matter comes up for discussion. When the Commission has acted on your request, I will be pleased to inform you of its decision.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

cc - Commissioners
Mr. R. H. Baldock
Mr. H. C. Williams

UMATILLA COUNTY COURT

Court House
Pendleton, Oregon

COPY

Oregon State Highway Commission
Capitol Building
Salem, Oregon

Attention: Mr. Claisyer

Dear Mr. Claisyer:

Pursuant to a request of the Helix Chamber of Commerce, the Umatilla County Court recommends that the Oregon State Highway Commission assume jurisdiction over that certain County road connecting the Old Oregon and Washington Highway, with the new Oregon Washington Highway.

This short piece of road originates at Havana Station on the Old Road.

It is our belief that the interests of the entire County will best be served by this move.

Yours truly,

/s/ JAMES H STUROIS

James H. Sturgis
County Judge
Umatilla County
Pendleton, Oregon

/s/ HENRY C BIAMONT

Henry C. Biamont
County Commissioner
Umatilla County
Pendleton, Oregon

Mr Meiners is out of town in Chicago. He would sign if here

COPIES TO COMMISSIONERS

HELIX CHAMBER OF COMMERCE

Helix, Oregon

PETITION

COPY

TO: The Hon. James H. Sturgis, County Judge, Wm. Meinors, County Commissioner, and Henry C. Sizemont, County Commissioner:

We, the undersigned, petition the County Court of Umatilla County, Oregon, to recommend to the State Highway Commission of the State of Oregon, that said Commission take jurisdiction over an ownership of that certain county road connecting the old Oregon-Washington Highway, with the New Oregon-Washington Highway, which said connecting road originates at Havana Station on the old road. This petition is presented upon the basis that such transfer of ownership and jurisdiction is necessary and beneficial, in that

1. said connecting road must be maintained in an open and passable condition at all times as the Old Oregon-Washington Highway is frequently closed by floods, and it is necessary to use said connecting road.

2. Said connecting road is a necessary part of the existing state highway system.

3. Said connection road serves a large territory known as the Helix area, and this area is served by a state highway.

4. Said connecting road saves unnecessary travel if maintained in a good and passable condition.

Respectfully Submitted,
HELIX CHAMBER OF COMMERCE

By /s/ HARRY E EATON

COPIES TO COMMISSIONERS

Warfield -
Please get me
small map of
this room.
W.

NOTED
W. C. WILLIAMS

...FICERS
...RRY EATON. PRESIDENT
RAPHAEL R. RAYMOND. VICE-PRESIDENT
JAMES HUTCHINSON. SEC.-TREAS.

DIRECTORS
FRANK STANTON
RANDOLPH DORRAN
RAYMOND REES
SID CRABILL
HOWARD MULLER
WILL STIMMEL

HELIX CHAMBER OF COMMERCE

In the Center of the Wheat Belt
1,000,000 Bushels Shipped Annually

HELIX, OREGON

December 3, 1948

Mr R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

After checking with the Umatilla County Court regarding the stretch of road between Havana and the Oregon-Washington Highway, they advised that they werein favor of transfering the above mentioned stretch of road to the State Highway System, and would ocrrespond with you regarding the same.

We would greatly appreciate your advising us of the procedure necessaryto effect the transfer to the State Highway System.

If the procedure is carried cut and returned to your office would it be accepted.

Could you advise us of the commissions reaction to taking over this stretch of road.

Very truly yours,

Helix Chamber of Commerce

James Hutchinson
Secretary

RECEIVED
DEC 6 1948
OREGON
STATE HIGHWAY COMMISSION

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NOV 30 1948
FOR FILING
230-1030

3-a

November 29, 1948

Oregon State Highway Commission

Gentlemen:

Herewith copy of a letter from Umatilla County Court in response to the attached letter which I sent to the Court pursuant to your instructions.

You will note that the Court is very much in favor of making the switch in funds so as to permit the construction of the Helix-Holdman road and the short section in Umatilla. You will note that we will save $12,000 inasmuch as the County will pay us that much as well as procure the rights of way and build the fences.

If you approve the project, suggest the contract be entered into with the County in which it is agreed the State will build the project and then turn it over to the County, and will build the project as a county road and not assume any obligation whatsoever for maintenance. The County will pay $12,000 in cash when the contract is executed, procure the requisite rights of way and build whatever fences are needed.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

Salem, Oregon
November 26, 1948

Mr. R. H. Baldock

County Judge J. H. Sturgis, Umatilla County, telephoned me a few moments ago requesting a hearing before the State Highway Commission at its next meeting to discuss the Holdman-Helix project.

I have assigned him 15 minutes of time starting at 10:30 a.m. on Tuesday, December 21. This is immediately following the appearance of the delegation from the town of Umatilla.

Secretary

RHB:cc

cc - Mr. W. C. Williams

RECEIVED
JAN 6 - 1949
FOR FILING

230-1030

AGENDA
DEC 20 1948

November 26, 1948

Hon. J. H. Sturgis, County Judge
Umatilla County
Courthouse
Pendleton, Oregon

Dear Judge Sturgis:

This is to confirm our telephone conversation of a few moments ago with regard to your appearance before the State Highway Commission at its next meeting to discuss the Holdman-Helix project.

The next regular meeting of the Commission is scheduled to be held in Portland on Monday and Tuesday, December 20 and 21. Delegations will be heard on the second day of the meeting, Tuesday, December 21. The meeting place is in the Green Room of the Imperial Motel.

I am reserving 15 minutes of time for your convenience starting at 10:30 a.m. on Tuesday, December 21.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ce

10:30 A.M.
Dec. 21, 48

All clear to Agenda - Item 3 - 12

Mr. Cantlie

[redacted]

Judge Sturgis

Holman - Kelly

10:30 AM Dec. 21

...S, County Judge

COMMISSIONERS
WM. R. MEINERS
HENRY C. BIAMONT

UMATILLA COUNTY COURT

COURT HOUSE
PENDLETON, OREGON

November 23, 1948

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Dear Sir:

We have just received your letter in regard to the Helix Holdman Road and the Umatilla Streets. The Umatilla County Court is heartily in favor of this move, and will be greatly pleased to have it happen.

The Helix Holdman Road is a great "feeder" to the River, and will fill a much needed want in this County.

As we promised, we stand ready to furnish $12,000.00, the right of way, and whatever fences are needed when the road is built.

We want to thank you a great deal for the opportunity, and will do all in our power to cooperate in this and other matters.

Yours truly,

James H Sturgis
County Judge

Wm R. Meiners
County Commissioner

Henry C Biamont
County Commissioner

RECEIVED
NOV 26 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1948
FOR FILING

230-1030

November 17, 1948

Honorable J. H. Sturgis
County Judge of Umatilla County
Pendleton, Oregon

Dear Sir:

At the last meeting of the State Highway Commission, I asked the Commission to give further consideration to financing the construction of the Holdman-Helix county road. The estimated cost of this work is approximately $170,000, although this is a reconnaissance estimate only. At the same time, consideration was given to a request for the widening of the existing highway and construction of curbs through the town of Umatilla. This work is estimated to cost $55,000, or a total of $225,000 for the two projects.

There are no funds now available to finance these projects, but there is an allotment of $230,000 which has been tentatively allocated to reconstruct the McDougall Camp-Pioneer Spur Section of the Weston-Elgin Secondary Highway. Final decision has not been made. Thought was given to the matter of transferring this tentative allotment from the Weston-Elgin Secondary Highway to finance the Holdman-Helix project and the City of Umatilla section.

I would be pleased to have your comments as to the attitude of the County Court of Umatilla County on this possible transfer and reallocation of the $230,000 fund.

When we have the advice of Umatilla County, the Highway Commission will give further consideration to the projects in question.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me;hi
cc: W. C. Williams

RECEIVED
OCT 29 1948
FOR FILING

230-1030

October 28, 1948

4-2

Oregon State Highway Commission

Gentlemen:

The County Court of Umatilla County has the impression that the Highway Commission approved the construction of the Baldwin-Helix County Road, the estimated cost of which is approximately $70,000. As you will remember, you discussed this matter at considerable length several months ago, but deferred a definite decision until you had completed your inspection trip through Eastern Oregon. However, this road was not inspected and no instructions have been given to me in regard to it. No funds have as yet been set up for this road, and it is not included in the 1949-1950 program, so it is on neither the state nor the federal highway system.

I call your attention to an allocation of $230,000, tentatively allocated in the 1946 State Construction Program, to the Hatchegall Camp-Pioneer Spur Section of the Weston-Elgin Secondary Highway. This allocation is still carried in our three-year postwar program, but you have not finally approved the project nor has it been publicized in any way.

As Umatilla County Court seems quite insistent that the Helix-Baldwin Section be constructed and the City of Umatilla is asking for curbs and pavement widening estimated to cost $55,000, I would suggest to you that consideration be given to transferring the $230,000 allocation from the Weston-Elgin Secondary Highway and using this fund to construct the Helix-Baldwin road and do the Umatilla city work, which two projects are estimated to cost $225,000.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams

RECEIVED
SEP - 9 1948
FOR FILING
230-1030

September 7, 1948

Mr. James Hutchinson, Secretary
Helix Chamber of Commerce
Helix, Oregon

Dear Sir:

The short stretch of road from Havana to the Oregon-Washington Highway is a county road and not on the state highway system.

When the Oregon-Washington Highway revision was made between Pendleton and Adams some study was made leading to the improvement of this connection, but it was never placed on the state highway system.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc - H. G. Smith

...PHAEL R. RAYMOND. VICE-PRESIDENT
JAMES HUTCHINSON. SEC.-TREAS.

DIRECTORS
FRANK STANTON
RANDOLPH DORRAN
RAYMOND REES
SID CRABILL
HOWARD MULLER
WILL STIMMEL

HELIX CHAMBER OF COMMERCE

In the Center of the Wheat Belt
1,000,000 Bushels Shipped Annually

HELIX, OREGON

September 1, 1948

State Highway Commission
Salem, Oregon

Gentlemen:

The Roads Committee from our organization contacted the State Highway office at Pendleton regarding the connecting road between the Helix-Havana highway and the Oregon Washington highway, but were unable to obtain much information regarding this road.

We would greatly appreciate your advising us of the present and future plans regarding the above mentioned road, as we are greatly interested in the improvement of the same.

Very truly yours,

Helix Chamber of Commerce

James Hutchinson

James Hutchinson
Secretary

RECEIVED
SEP 7 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 27 1948
FOR FILING

230-10-30

February 26, 1948

Oregon State Highway Commission

Gentlemen:

Under date of March 25, 1947, the County Court of Umatilla County appeared before the State Highway Commission and requested a change in the Federal Aid Secondary Highway Program in Umatilla County. This change involved the removal of the Adams-Thornhollow Road from the Federal Aid System and the inclusion of the Helix-Haldeman Road in the Federal Aid System. The County gave as its reason for the requested change the fact that the County has voted bond money to improve the Adams Thornhollow Road but has no money to improve the Helix-Haldeman Road. The Commission took no action at that time but requested me to investigate.

I caused an investigation to be made and found that the cost to improve the road to a satisfactory standard, including an oil-mat wearing surface, would be approximately $130,000. Since that estimate was made, construction prices have gone up, especially road oil, so that the estimate today is $150,000. The County will put up $13,000 in cash, furnish the right of way, and move the fences.

At the Commission meeting of February 2 and 3 you requested Mr. Williams to secure additional data in regard to the legal authority of the Commission to remove the one road and substitute the other. Mr. Williams has determined the exact limits of the exchange contemplated and has further determined, from the Chief Counsel, that the Commission may make the change if it desires but the Public Roads Administration must concur. However, there appears to be no advantage in making the change in designation of federal secondaries, inasmuch as, in the one case, the County will spend its money and, in the other case, it is proposed to spend state funds, and in neither will federal secondary funds be used. I recommend no change in the Federal Aid Secondary System because of the delay in securing approval and the fact that no federal funds are to be used.

338 Ordnance Depot

I am attaching hereto a small-scale map on which is indicated in green coloring the Adams-Thornhollow road which the County Court wishes to have removed from the Federal Secondary System and, in red coloring, the Helix-Haldman Section which it wishes to have placed in the system. If you so desire, the improvement of the Helix-Haldman Road may be included in the special betterment state program providing you approve the expenditure on a county road, which the Chief Counsel advises is legal provided an agreement is made with the County.

Very truly yours,

R. H. Baldock
State Highway Engineer

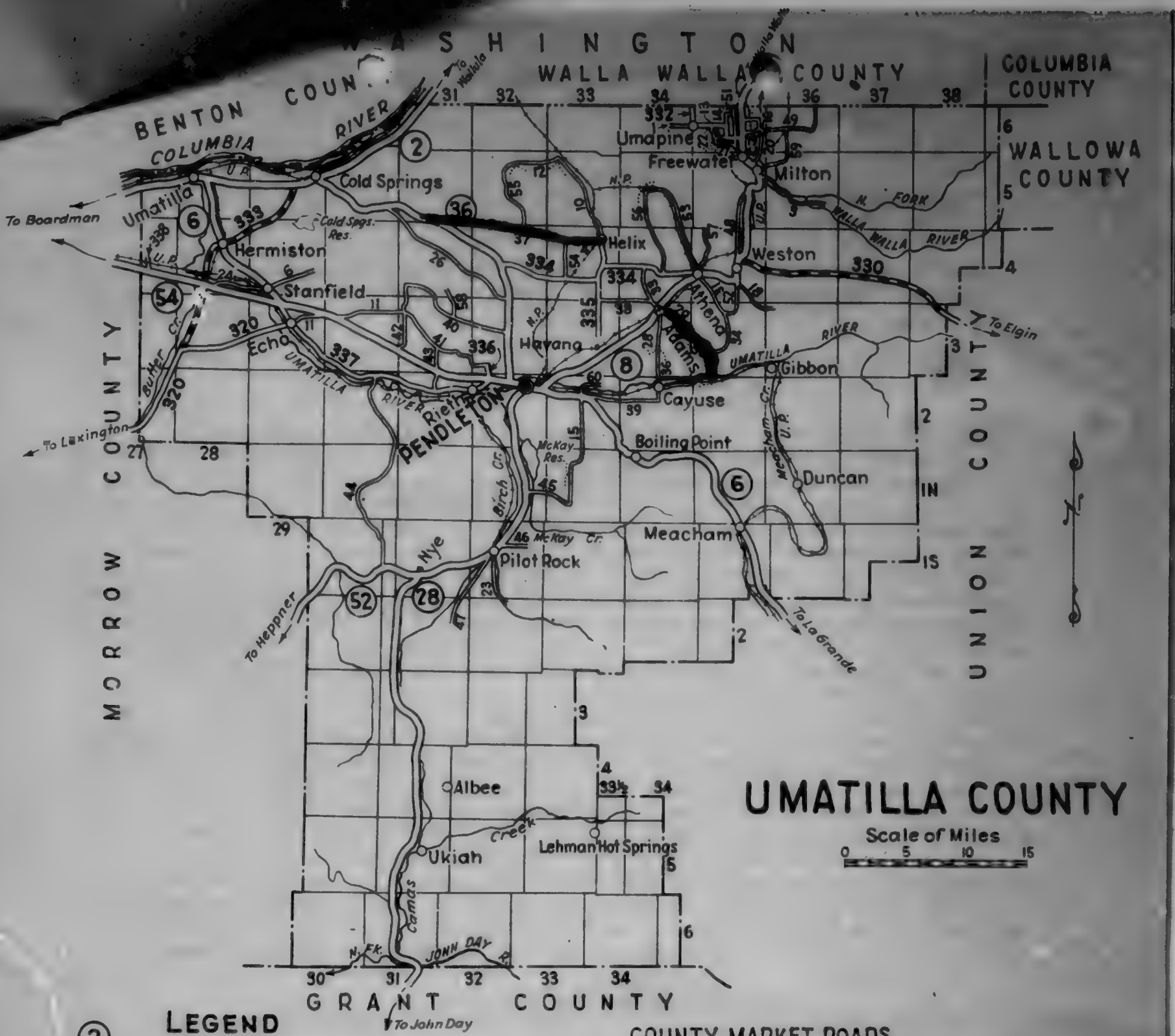
RHB:hl
Encl.

338 Ordnance Depot

33-Adams-Thornhollow

UMATILLA COUNTY

Scale of Miles 0 5 10 15



LEGEND

- (2) PRIMARY STATE HIGHWAYS
- 330 SECONDARY STATE HIGHWAYS
- 3 COUNTY MARKET ROADS
- SECONDARY FED. AID SYSTEM

PRIMARY STATE HIGHWAYS

2-Columbia River
6-Old Oregon Trail
8-Oregon-Washington
28-Pendleton-John Day
36-Pendleton-Cold Springs
52-Heppner
54-Boardman-Stanfield

SECONDARY STATE HIGHWAYS

320-Lexington-Echo
330-Weston-Elgin
332-Sunnyside-Umapine
333-Hermiston
334-Athena-Holdman
335-Havana-Helix
336-Pendleton Airport
337-Stanfield-Pendleton
338 Ordnance Depot

COUNTY MARKET ROADS

1-Sunnyside-Umapine
3-Walla Walla River
4-Helix-Ruthers
6-Stanfield-Despain Gulch
10-Helix-Vansycle
11-Echo-Stage Gulch
12-Vansycle-Juniper
13-Stone Church-Hopsons
14-Sundquist-State Line
15-Mission-South
16-Ferndale
18-Pine Creek
19-Crockett
20-East Side
22-Barrett
23-East Birch Creek
24-Stanfield-Butter Creek
26-South Cold Springs
27-Milton-Barrett
28-Adams-Crawford Hollow
29-Adams-Spring Hollow
31-Wild Horse
33-Adams-Sand Hollow
34-Eagle Creek
35-Adams-Thornhollow
36-Cayuse North
37-North Cold Springs-German Hall
38-Adams-West
39-Mission-Cayuse
40-Despain Gulch
41-Rieth-Stage Gulch
42-Yokum-Stage Gulch
43-Barnhart-Stage Gulch
44-Yokum-South
45-South Reservation
46-Pilot Rock-McKay Creek
47-West Birch Creek
48-Weston-Dry Creek
49-Spofford
51-Winesap
52-Weston-Wildhorse
53-Athena-Wayland Station
54-Myrick-Ruthers Corner
55-Mullenkopf-North Juniper
56-Gerking Flat-Wayland Station
57-Athena-LaMarr Gulch
58-Despain Gulch-Mission
59-Milton-Spofford
60-Mission-Northeast

Portland, Oregon
March 25, 1947

The meeting reconvened at 9:00 a.m. in the auditorium of the Public Service Building with all Commissioners, the Engineer, the Chief Counsel, and the Secretary present.

* * * * * * *

The County Court of Umatilla County represented by County Judge J. H. Sturgis and County Commissioner William R. Meiners and County Road Master W. F. Brown came before the Commission regarding a proposed change in the Federal Aid Secondary Highway program involving the Adams-Thorn Hollow County Road. Judge Sturgis headed the group. He advised that the Adams-Thorn Hollow Road has been designated as a Federal Aid Secondary Highway and it so happens that it also is one of the roads for which the county has voted bond money. He advised that the county would prefer using its money to improve the road and that the state, in turn, use its Federal Aid Secondary money to improve the Helix-Holdman County Road, which is an important wheat-hauling road. The Engineer advised that while the Adams-Thorn Hollow Road is on the Federal Aid Secondary Highway System no money has been allocated to improve it, also, that the Helix-Holdman Road is not a Federal Aid Secondary Highway. Chairman Banfield explained the status of the Highway Commission's funds and particularly referred to prospects that the Legislature, which is now in session, may see fit to take away some of these funds for the benefit of the counties, the cities, and the State Police. Until the Legislature adjourns, he said, the Commission will not know how much money it is going to have at its disposal and until then the Commission can make no additional commitments. He added that the Commission is not particular which of the two roads under discussion it improves and it may develop later on that the Commission can approve the change requested, but nothing definite can be stated at this time. The Engineer was thereupon instructed to investigate the proposed exchange of roads and to report his findings at the next meeting.

* * * * * * * *

Portland, Oregon
June 16, 1947

The State Highway Commission met in regular session at 9:00 a.m. in Room 715, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused from attending this meeting.

* * * * * * * *

The Engineer reported on the request of the Umatilla County Court for an exchange of roads in the Federal Aid Secondary Highway System. It appears that the Adams-Thorn Hollow Road is now included in the Federal Aid Secondary Highway System, although no money has been set up to improve it, and that it also is included in the Umatilla County road-improvement program which the County plans to finance with money provided through the sale of bonds, whereas no such provision has been made for the improvement of the Helix-Holdman Junction County Road which the County also wants improved. It also appears that the Helix-Holdman Junction Road is primarily a wheat hauling road and the County Court will be saitsfied with an improved roadway 16 feet wide. The report was discussed at some length, but action on the matter was deferred until the next meeting. The Engineer was instructed to render a more detailed report at that time on the cost to improve the Helix-Holdman Junction Road.

* * * * * * * * *

Portland, Oregon
July 21, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R.Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused from attending this meeting.

* * * * * * * * *

The Commission had under discussion a report from the Engineer on the cost to improve the Helix-Holdman Junction Road, in Umatilla County, which road the Umatilla County Court wishes to substitute in the Federal Secondary Highway Construction Program for the Adams-Thorn Hollow County Road. According to the Engineer's report, the grade of the Helix-Holdman Junction Road is sufficiently wide for an 18-foot oil-mat surface with shoulder and subgrade stabilization; and the cost to construct such an improvement, which will satisfy the County Court, is $130,000. In the discussion it was pointed out that, whereas the Adams-Thorn Hollow County Road has been designated a Federal Aid Secondary Highway, no appropriation has been provided to finance its improvement. Following discussion the Commission decided not to improve the Helix-Holdman Junction Road at this time. The Secretary was instructed to so inform the Umatilla County Court and to further advise the court that the Commission will give the project due consideration in the formulation of its next construction program, although no promise or commitment as to construction can be made at this time.

* * * * * * * * *

RECEIVED
OCT 10 1947
FOR FILING
230-1030

Agenda Item 3-h
July 21 and 22, 1947

August 1, 1947

County Court of Umatilla County
Courthouse
Pendleton, Oregon

Gentlemen:

This note is to inform you of the final action taken by the State Highway Commission on your request for the improvement of the Helix-Holdman Junction County Road in exchange for the proposed improvement by the state of the Adams-Thorn Hollow Road.

You appeared before the Highway Commission at its meeting on March 25 regarding this matter, but a decision was deferred at that time pending certain investigations and a report by the Engineer. Such a report was rendered to the Commission at its last meeting and it appears that to construct an adequate surface 18 feet wide with shoulder and subgrade stabilization would cost about $130,000.

Sufficient funds are not available to the Commission to finance a project of that kind, in view of which the Commission found it necessary to refuse your request for immediate undertaking. I was instructed to so inform you and to advise you further that the Commission will give this project careful consideration in the formulation of its next construction program.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec

FORM E-20 2SM 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1947

SUBJECT:

(3h)

To: Mr. H. B. Glaisyer:

L

Dave

In accordance with my note you were to write to the County Judge of Umatilla County and tell him that there is no money to perform the work that they request on the Helix-Holdman Junction county road at the present time. The Commission will consider it in its next program.

R. H. Baldock

L

OREGON

AGENDA
SEP 1 1947

FORM E-20 2SM 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

3-L-4

Salem, Oregon
July 15th, 1947

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

REFERRED TO
Mr. Slaniger
By Chief Engineer

Recommend it be considered next year if additional funds are available.

Dear Sir:

I hand you herewith the reconnaissance report of Mr. VanSocy covering the Holdman-Helix County Road. He thinks the grade is sufficiently wide for an 18-foot oil mat with shoulder and subgrade stabilization and that it could be done for $130,000. His estimate of cost is included.

I am also attaching data from Mr. Cutler who estimates the job at $103,000 of state funds and $13,000 of county funds.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

E.R.

RECORD OF ASSIGNMENT

1976

DESCRIPTION: Memo of July 2 from Glaisyer re cert to improve Helix-Holdman Junction Road in Umatilla County.

DATE: JULY 5, 1947 ASSIGNED TO: SMITH

( ) Investigation and report to this office
( ) Reply direct with copy to this office
( ) Return with drafted reply
( ) Comment or recommendation and return to this office
( ) Investigation and such action as is necessary
X ( ) Please prepare reply for my signature
( ) Please give me a report on this.

REPORT RECEIVED:

REMARKS:

FORM E-20 3SM 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 8, 1947

SUBJECT: Estimate of Cost
Improving of Holdman-Helix
County Road

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

Complying with your request of June 27th, I enclose a report and estimate of cost of improving the Holdman-Helix County Road.

From the Cold Springs Highway #36 at Holdman to the Havana-Helix Highway #335, I made 14.3 miles by speedometer. In this distance, I counted 20 sets of farm buildings by which I judged it a rather important road.

Apparently, it has been graded to standard alignment and, with the exception of one short section at Mile Point 1.2, to standard grades. This short pitch must be a 10 per cent grade at least.

The width seems to average about 22 feet, and I see no reason why it cannot accommodate an 18 foot oil mat. A mat of 20 feet would crowd the roadbed in several places and entail considerable grading.

The present surfacing of crushed rock, I am told, was layed in a trench and originally was 4 inches in thickness. The effective width of gravel is about 8 to 10 feet. It would be necessary to widen the present crushed rock surface before laying the oil mat. I suggest excavating the roadbed on either side of the rock base and reinforce with about 5 inches of new crushed rock. Most of this excavation could be done with a grader, although the material would have to be loaded from the few thorough cuts.

There are eight short timber spans and cattle passes. If the surface was improved, I believe that at least three of these frame trestles should be replaced, for some are in poor shape.

The following estimate is based on an 18' (0-9) oil mat and no widening of roadbed. The roadbed would be excavated on either side of the surfacing and 5 inches of rock added.

(1) Clearing and Grubbing -	None
(2) Excavation (cut down roadbed) 1400 c.y. per mile - 20,000 c.y. at 25¢	$ 5,000
(3) Finishing roadbed and slopes 14.⅗ mi. at $200	2860 ~~2,920~~
(4) 1½" - 0" Crushed rock in base 13,000 c.y. at $2.25	29,250
(5) 3/4" - 0" Crushed rock in base 8,000 c.y. at $2.25	18,000
(6) Sprinkling 440 M.Gals at $3.00	1,320
(7) Preparation of base 14.⅗ mi. at $200	2860 ~~2,920~~
(8) 3/4" - 0" Rock in binder course 1,400 c.y. at $3.75	5,250
(9) Furnishing and placing aggregates 5,000 c.y. at $3.75	18,750
(10) Furnishing and placing RC-3 in binder course 260 at $35.00	9,100
(11) Furnishing and placing 151-200 asphalt 280 tons at $35	9,800
(12) Furnishing and placing RC-3 in seal 170 tons at $35	5,950
(13) Rebuild three 16-foot frame trestles	10,000
	140
	$ 118,~~260~~
	11,~~820~~
	129,954
	$ ~~130,086~~

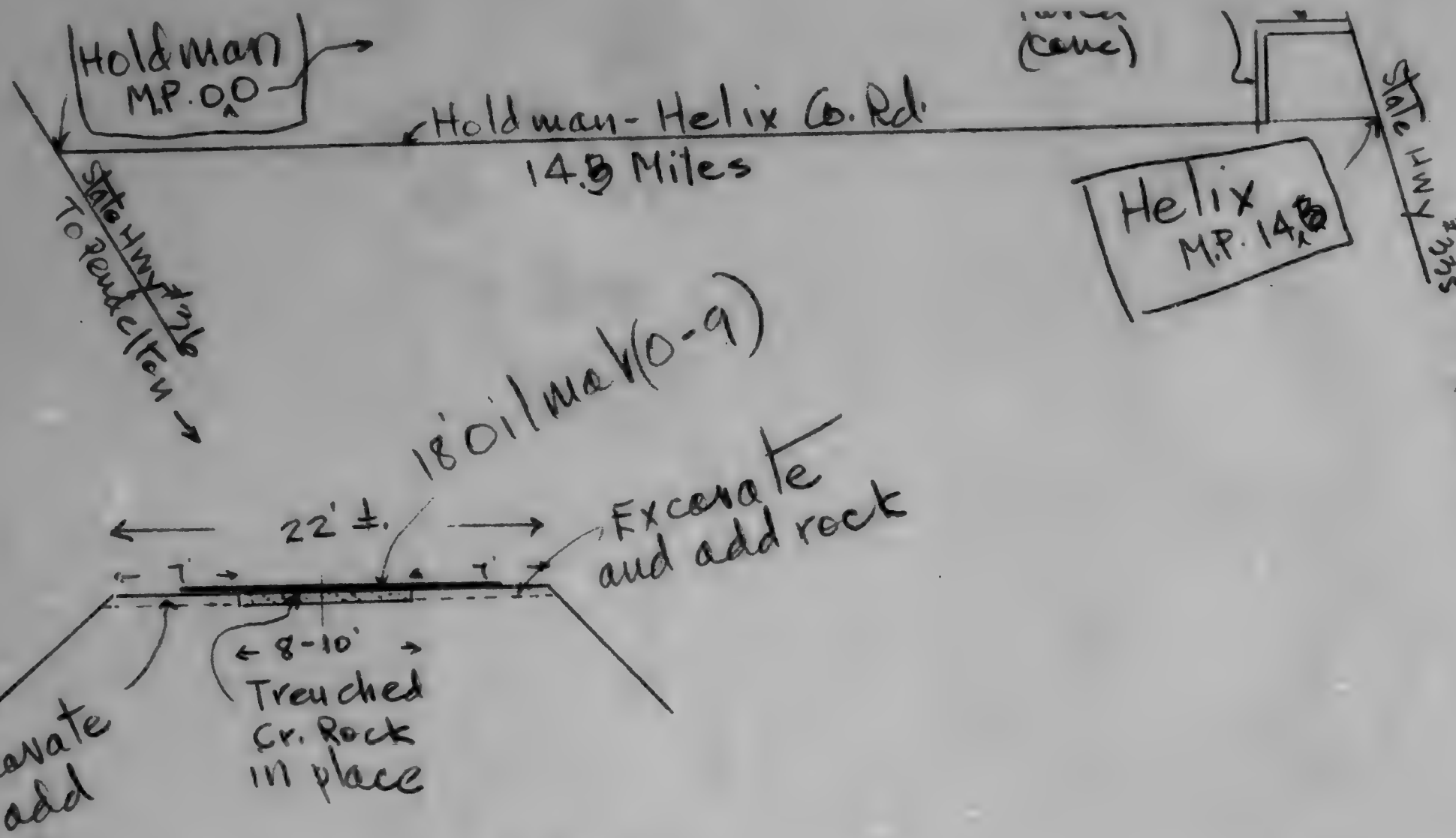
The base rock may be cut down somewhat if necessary and the frame trestles left as at present, so it seems possible that this section can be improved for the $120,000.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

PVS/fh
cc
encl.



Section of roadbed.

Holdman - Helix
Co. Road.
Showing proposed
improvement as
estimated.
No Scale 7/8/47 (13)

UMATILLA COUNTY

HELIX-COLD SPRINGS ROAD

ESTIMATE OF COST

WORK TO BE DONE BY COUNTY FORCES WITH COUNTY FUNDS

Grader Work, 'Shape Ditch and Shoulder	14.7	Miles	$500.00	$ 7,350.00
Remove Existing Bridges	All			1,000.00
Structural Excavation	20	Cu. Yds.	3.00	60.00
Embankment in Place	720	Cu. Yds.	1.00	720.00
60" Corrugated Iron Pipe	76	Lin. Ft.	22.00	1,672.00
Rock Rip Rap Head Walls	20	Cu. Yds.	5.00	100.00
Right of Way Required	All			1,000.00
				$11,902.00
	10%	Contingencies		1,190.00
			Total	$13,092.00

WORK PROPOSED TO BE DONE BY STATE

1¼" - 0" Crushed Rock in Base	15,000	Cu. Yds.	$2.75	$41,250.00
Sprinkling	450	M-Gals.	3.00	1,350.00
Preparation of Base	14.7	Miles	200.00	2,940.00
3/4" - 0" in Binder Course	1,500	Cu. Yds.	3.75	5,625.00
Mineral Aggregate in Place	5,200	Cu. Yds.	3.75	19,500.00
RC-3 in Binder	235	Tons	33.00	7,755.00
151-200 Asphalt	290	Tons	33.00	9,570.00
RC-3 in Seal Coat	165	Tons	33.00	5,445.00
				$93,435.00
	10%	Engr. & Contingencies		9,343.50
			Total	$102,778.50

July 10, 1947

UMATILLA COUNTY

THREE-YEAR POST WAR PROGRAM

FEDERAL AID PROJECTS ON PRIMARY FEDERAL AID SYSTEM

Projects Contracted

FA 19	Oregon-Washington (Milton-Washington State Line Section)	Gr., Bit. Mac., Bridges	5.47 Miles	$391,100

THREE-YEAR POST WAR FEDERAL AID SECONDARY HIGHWAY PROGRAM
ALL PROJECTS ARE ON THE STATE SECONDARY HIGHWAY SYSTEM, NO COUNTY ROADS

Projects Contracted

FAS 469	Weston-Elgin (Weston Mt.-McDougal Section)	Gr., Surf., Oil	8.0 Miles	$176,000
FAS 462	Old Oregon Trail (Hermiston-McNary Dam Section)	Gr., Surf., Oil	5.4 Miles	142,000
			Total	$318,000

Projects Not Contracted

FAS 466	Athena-Holdman (Gerkin School-Holdman Junction Section)	Surfacing	14.6 Miles	$210,000

STATE PROJECTS ON PRIMARY FEDERAL AID HIGHWAY SYSTEM

Projects Contracted

FA 30	Pendleton-John Day (Tutuilla Creek Section)	Gr., Surf., Oil	1.05 Miles	$ 74,000
FA 1	Old Oregon Trail (Umatilla River Dyke Section)	Earth Dike	0.87 Mile	7,300
			Total	$ 81,300

Projects Proposed (Not Contracted)

FA 1	Old Oregon Trail (Pendleton Section) One-way Streets	Gr., Paving	1.5 Miles	$100,000

Total Projects Contracted	$790,400
Totals Not Contracted (Proposed Projects)	310,000
Grand Total	$1,100,400

UMATILLA COUNTY

Voted bond issue May 17, 1946 - $900,000. 5-year program, to improve county roads, to be repaid $150,000 per year by 6-year special tax. 235 miles rock or gravel surface. 115 miles oil surface. The amount to be expended on each road was fixed by the election.

APPROVED FEDERAL AID SECONDARY HIGHWAYS

WHICH UMATILLA COUNTY IS SURFACING AND OILING

FAS 471	Walla Walla River	2.5 Miles	$ 11,700	1947
FAS 472	Adams-Thornhollow	8.5 Miles	70,000	1947
FAS 473	Adams-Cayuse	2.5 Miles	9,500	1947
FAS 474	Athena-Thornhollow	8.2 Miles	68,000	1946 (1)
	Total	21.7 Miles	$159,200	

Note: (1) Constructed in 1946.

None of these roads or sections of roads are in the three-year post war program.

UMATILLA COUNTY

Road on which Umatilla County requests state cooperation. It is not a part of the approved Federal Aid Secondary System.

Helix-Cold Springs Road.

Length - 14.7 miles.

County has $13,000 for construction, exclusive of right of way.

ESTIMATE OF COST - COUNTY

Shaping grade, grader work with county forces, 14.7 miles at $700	$10,290
Replacing 2 small bridges with culverts	2,710
Right of way required	1,000
	$14,000

ESTIMATE OF COST - STATE

Surfacing, 15,000 cu. yds. at $3.00 in place	$45,000
0-9 oil mat surface, 14.7 miles at $3,000	44,100
	$89,100
Plus 10% Engr. and Cont.	8,900
	$98,000

May 17, 1947

FORM E-20 2SM 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1947

SUBJECT:

To:

Mr. R. H. Baldock

L

This note is to remind you that the Commission, at its June meeting, instructed you to render a more detailed report at the July meeting on the cost to improve the Helix-Holdman Junction Road, in Umatilla County, which the County Court has requested the Commission improve instead of the Adams-Thorn Hollow Road.

H. H. Cary

Secretary

cc

JUL 3 1947

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

AGENDA
JUL 21 1947
13-h

May 19, 1947

Oregon State Highway Commission

Gentlemen:

On March 25, the Umatilla County Court appeared before the Highway Commission meeting in Portland and requested assistance for improvement of the Helix-Holdman Junction County Road.

They stated that the county was improving, this year, several of the county roads which were included and approved as a part of the Federal Aid Secondary Highway System in Umatilla County, and requested, inasmuch as they were improving county roads which were a part of the Federal Aid Secondary System, that the state assist them in improving the Helix-Holdman Junction County Road.

An investigation has been made of this road and the construction work which the county has been performing on the Federal Aid Secondary Highway System.

A tabulation is enclosed herewith which indicates the projects in Umatilla County in the three-year post war program, also a tabulation of the construction work being performed by Umatilla County on the Federal Aid Secondary Highway County Road, and also an estimate of cost on the county road requested by Umatilla County. The county has approximately $11,000 of bond money, voted in 1946, and is requesting that the state expend an estimated $98,000 in cooperation.

The tabulation shows projects contracted in Umatilla County - $790,400, projects not contracted - $310,000, or a total of $1,100,400.

The tabulation shows that Umatilla County is improving 21.7 miles of county roads in the Federal Aid Secondary System at a cost of $159,200.

The Helix-Holdman Junction Road requested by Umatilla County is not a part of the approved Federal Aid Secondary Highway System, and was not requested when the system was agreed upon between the County Court of Umatilla County and the State Highway Commission. It is a road, however, that probably can qualify when additions to the system are requested.

E. R.

The Deschutes County Court called at my office in Salem on Friday, May 16, with a similar proposal, stating that they would improve a county road in the vicinity of Terrebonne, which is a part of the Federal Aid Secondary System, if the state would improve two miles on the Powell Butte Secondary Highway, which is also a part of the Federal Aid Secondary System.

Deschutes County would expend approximately $20,000 on the Terrebonne Road, and the cost to the state for improving the two miles on the Powell Butte Secondary State Highway would be approximately $20,000.

In accord with your instructions, I called to the attention of the officials of Deschutes County the resolution recently passed by the Commission, and stated that in view of the condition of the State Highway fund, I did not think that you would add an obligation to the present program.

Despite the merits of the Umatilla County request, it would seem to me that the same answer should be given.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. B. Glaisyer
Mr. Oscar Cutler

AGENDA
MAR 1947
6-24

AGENDA
MAR 2 5 1947

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1947

Umatilla Co Court

SUBJECT:

AGENDA 10:45 a.m.
MAY 1 4 1947
3/25

6-2

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I am returning herewith the letter which you sent to me with regard to the Umatilla County Court appearing before the Highway Commission on March 25.

The road between Helix and Holdman mentioned is not a part of the Federal Aid Secondary Highway system. The Adams-Thornhollow road is a part of the Federal Secondary Highway system, and also the Mission-Thornhollow.

The county evidently intends to oil the Adams-Thornhollow road with county money and equipment. However, the road between Helix and Holdman and the Mission-Thornhollow road are not included in any of the programs in the three-year post war program. I had expected to call on Umatilla County before this and look over roads with the county court, but have been unable to do so, and in the event that estimates of the work proposed by the county are necessary I can do this some time in April.

I am attaching hereto a map of Umatilla County showing the Federal Aid Secondary system and also the Helix-Holdman road.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:me

Encl.

REFERRED TO
By

U.B.

Salem, Oregon
March 10, 1947

UMATILLA COUNTY

Delegation appearing at
Commission meeting

Mr. R. H. Baldock

The Umatilla County Court will appear before the State Highway Commission at its meeting on March 25 at 10:45 a.m. to discuss the following projects:

"1st, Oiled road between Helix and Holdman in trade for oiling we will do on Adams-Thornhollow road. This I believe comes under Post War Roads. Mr. Cutler has discussed this matter with the Umatilla County Court and is familiar with the details.

"2nd, between Mission and Thornhollow, section of graveled road which should be oiled. I believe this has been discussed with you before."

Secretary

HBG:ec

...ENRY G. BIAMONT, PENDLETON

JAMES H. STURGIS
COUNTY JUDGE

COUNTY COURT **UMATILLA COUNTY**

PENDLETON, OREGON
March 7, 1947

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. Glaisyer

Dear Sir:

In reply to your letter of March 4th regarding what topics we wish to discuss at the next Highway Commission Meeting;

1st, Oiled road between Helix and Holdman in trade for oiling we will do on Adams-Thornhollow road. This I believe comes under Post War Roads. Mr. Cutler has discussed this matter with the Umatilla County Court and is familiar with the details.

2nd, between Mission and Thornhollow, section of graveled road which should be oiled. I believe this has been discussed with you before.

We will be in Portland at the allotted time.

Yours truly,

James H. Sturgis

James H. Sturgis
County Judge

NOTED
H. B. GLAISYER

RECEIVED
MAR 10 1947
OREGON
STATE HIGHWAY COMMISSION

JHS/ jmw

March 4, 1947

County Court of Umatilla County
Courthouse
Pendleton, Oregon

Gentlemen:

Reply is made to your letter of March 3 requesting an opportunity to discuss with the State Highway Commission at its next meeting road matters in your county.

The Highway Commission will be pleased to give you a hearing on this subject. Its next meeting is scheduled to be held in Portland on Monday and Tuesday, March 24 and 25, 1947. The meeting place is in the auditorium on the third floor of the Public Service Building, Sixth and Salmon Streets.

Delegations will be heard by the Commission on the second day, Tuesday, the 25th, and I am reserving for you at that time 15 minutes starting at 10:45 a.m., which I trust is satisfactory.

Will you please give me an idea of what projects you desire to discuss with the Highway Commission so I can have pertinent data assembled and on hand at the meeting.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec 3/5

...RS. PENDLETON

...RY C. BIAMONT, PENDLETON

JAMES H. STURGIS
COUNTY JUDGE

COUNTY COURT

UMATILLA COUNTY

PENDLETON, OREGON

March 3, 1947

Mr. H. B. Glaisyer
State Office Buidling
Highway Department
Salem, Oregon

Dear Sir:

The Umatilla County Court would appreciate an opportunity to discuss with the Oregon State Highway Commission road matters in our county. Please advise if they will allot us some time at their next meeting.

Yours truly,

UMATILLA COUNTY COURT

James H. Sturgis
County Judge

Wm. R. Meiners
County Commissioner

Henry C. Biamont
County Commissioner

10:45 am March 25-47

RECEIVED
MAR 4 1947
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

JHS/jmw

S-56(2) Holdman Jct.-Campbell Ranch 1949
Sec., Athena-Holdman Secon. Hwy.
#3223

RECEIVED
FOR FILING

1-56 (2)

OREGON STATE HIGHWAY COMMISSION
(date)
October 11, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3223	9-final	Newport, Kern & Kibbe	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16515	1854	$ 2,223.10	10/9/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. G. Nicholander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: Aug. 8, 1950

Date Accepted: Jan. 23, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-26-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 26 1951
A. G. Nicholander

NOTED ON CARD
1-26-51 JC

RECEIVED
SEP 13 1950
FOR FILING

S 56(2)

3223

September 13, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3223, for work on the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary and Pendleton-Cold Springs Secondary Highways in Umatilla County, has been completed by the contractor, Newport, Kern & Kibbe, and that final payment in the amount of $2,223.10 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $73,987.28, and that no force account work was performed on the project. This contract was completed on August 8, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company appears as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hanson & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

Hanson & Rowland, Inc.
Portland, Oregon

NOTED ON CARD

RECEIVED
SEP - 1 1950
FOR FILING

8-56 (2)
3223

September 1, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Newport, Kern & Kibbe, on contract No. 3223, covering the Holdman Junction-Campbell Ranch Section on the Athena-Holdman Secondary and Pendleton-Cold Springs Secondary Highways in Umatilla County. This payment, in the amount of $5,892.53, will be made on or after September 11, 1950. The retained percentage is $2,219.51.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON ...
B ...

Form B-1—934—7-49

8-56(2)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #45

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 19 50

Section Holdman Junction-Campbell Ranch — Kind of work Grading and Oil mat Surfacing

Highway Athena-Holdman — Section prefix 130-1031

Contractor Newport, Kern, and Kibbe — Contract number 3223

Date of contract Sept. 19, 19 49 — Date of completion August 31, 1950

Date work started October 6, 19 49 — Estimated date of completion August 8, 19 50

Amount of contract $ 68,509.18 — Per cent of time elapsed 93.6 %

Estimated cost of completed project, exclusive of engineering $ 73,999.82

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date $ 7599.88, 179.6 % — Date project was completed August 8, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished semi-final August 22 and sent to La Grande.

RECEIVED
STATE OF OREGON
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

NOTED
E. M. [illegible]

RECEIVED
SALEM, OREGON

Signed W. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.87	3.87		3.87	
Miles partially completed	3.87	"		"	
Miles completed	3.87	"		"	
Total estimated quantities	25,028.	15,879.	8579.	1,845.	
Estimated quantities moved or placed to date	25,028.	15,879.	8579.	"	
Average daily quantities	960.	1,590.	1000.	308.	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-hot		
Monday	Cloudy-rain		
Tuesday	Pt. Cloudy		
Wednesday	"		
Thursday	Cloudy-rain in night		
Friday	Fair		
Saturday	Fair-warm		

State Printing Dept. 31571

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AUG 15 1950
FOR FILING

1-56 (2)
3223

August 11, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1950 on Contract No. 3223, Baldwin Junction-Campbell Creek Section, in connection with Federal Aid Project No. S-56 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP:ww

cc: John Cottrell

RECEIVED
APR 1 1950
FOR FILING

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
[redacted]
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

8 56-(2)

March 15, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 8-56(2)
Holdman Junction
Campbell Ranch Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

For

(Revised 1946)

A8 pr 7876

State Oregon

Federal Aid Secondary Project No S-56(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of February, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 19--, a program, which was appro.ed on the 12th day of August, 19--, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of August 19--; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-five thousand and 00/100

dollars ($35,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11570-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 473+30 on the south boundary of Section 24, T. 4 N., R. 32 E., W.M., and survey station 674+60 in the NW 1/4, Section 21, T. 4 N., R. 32 E., W.M., except station 626+70.0 to 629+99.0

, length Secondary 3.862 miles, in Umatilla County, being Oregon Federal Aid project No. S-56(2), consisting of 3.862 miles of roadway and no bridges, each of more than 20 feet clear span, of [redacted] in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

16—11870-2

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-five thousand and 00/100 dollars ($ 35,000.00), which does not exceed the authorized Federal pro rata share of fifty-nine thousand eighty and 09/100 dollars ($ 59,080.09, the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 320, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 119

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11570-2

RECEIVED
MAR 13 1950

RECEIVED

RECEIVED
APR 7 - 1950
FOR FILING

8 - 56 (2)

February 3, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Holdman Junction-Campbell Ranch Section, Project No. S-56 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMB:cw

Oregon State Highway Department

Federal Aid Secondary
Project No. S-56 (2)

HOLDMAN JUNCTION-CANYON HILL SECTION

OF THE ATHENA-HOLDMAN HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 3, 1950

Type Code 3210
(Sta. 473+30 to 674+68) (Sta. 671+00 to 673+90)

All Required		Clearing and Grubbing			$ 2,500.00
All Required		Removal of Box Culvert			250.00
250	cu. yds.	Structural Excavation, Unclassified	$ 2.00		500.00
280	cu. yds.	Trench Excavation, Unclassified	2.00		560.00
24,600	cu. yds.	General Excavation, Unclassified	0.22		5,412.00
59,000	yd. stas.	Short Overhaul	0.015		885.00
500	C-yd.stas.	Long Overhaul	0.40		200.00
3.87	miles	Finishing Roadbed and Slopes	240.00		928.80
4,000	lin. ft.	Rounding Cutbanks	0.20		800.00
580	lin. ft.	18" Corrugated Metal Pipe	3.73		2,163.40
170	lin. ft.	24" Corrugated Metal Pipe	5.35		909.50
4	lin. ft.	30" Corrugated Metal Pipe	11.52		46.08
50	lin. ft.	48" Corrugated Metal Pipe	15.18		759.00
20	lin. ft.	18" Concrete Pipe	4.38		87.60
240	lin. ft.	Salvaging Culvert Pipe	1.68		403.20
11,700	cu. yds.	2" - 0" Rock in Base	1.56		18,252.00
4,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.56		6,552.00
400	M-gal.	Sprinkling	3.00		1,200.00
3.87	miles	Preparation of Base	100.00		387.00
1,520	cu. yds.	Furnishing and Placing Aggregates	3.03		4,605.60
166	tons	Furnishing & Placing 151-200 Asphalt	38.00		6,308.00
				Subtotal	$53,709.18
				10% Engr. & Cont.	5,370.91
				Total	$59,080.09

Length of Roadway	3.862 miles
Length of 1 Bridge (Except.)	.005 mile
Total Length	3.867 miles
Cost per mile, Roadway	$15,297.79

Federal Aid Secondary Funds- $35,000.00
State Funds- 24,080.09

$59,080.09

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

August 18, 1949

Mr. T. K. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Baldock Junction-Campbell Ranch Section, Project No. S-56 (2).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH/ge

Oregon State Highway Department

Federal Aid Secondary
Project No. S-56 (2)

HOLDMAN JUNCTION—CAMPBELL RANCH SECTION OF THE
ATHENA—HOLDMAN HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 18, 1949

Type Code 3210
(Sta. 473+30 to 674+68) (Wye Sta. 671+00 to 673+90)

All Required		Clearing and Grubbing		$ 1,000.00
All Required		Removal of Box Culvert		150.00
250	cu. yds.	Structural Excavation, Unclassified	$ 3.00	750.00
280	cu. yds.	Trench Excavation, Unclassified	3.00	840.00
24,600	cu. yds.	General Excavation, Unclassified	0.26	6,396.00
59,000	yd. stas.	Short Overhaul	0.02	1,180.00
500	C-yd. stas.	Long Overhaul	0.50	250.00
3.87	miles	Finishing Roadbed and Slopes	300.00	1,161.00
4,000	lin. ft.	Rounding Curbenks	0.10	400.00
580	lin. ft.	18" Corrugated Metal Pipe	3.50	2,030.00
170	lin. ft.	24" Corrugated Metal Pipe	4.50	765.00
4	lin. ft.	30" Corrugated Metal Pipe	10.00	40.00
50	lin. ft.	48" Corrugated Metal Pipe	15.00	750.00
20	lin. ft.	18" Concrete Pipe	4.00	80.00
240	lin. ft.	Salvaging Culvert Pipe	1.50	360.00
11,700	cu. yds.	2" - 0" Rock in Base	2.00	23,400.00
4,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	8,400.00
400	M-gal.	Sprinkling	3.00	1,200.00
3.87	miles	Preparation of Base	200.00	774.00
1,520	cu. yds.	Furnishing and Placing Aggregates	3.50	5,320.00
166	tons	Furnishing & Placing 150-200 Asphalt	36.00	5,976.00
			Subtotal	$61,222.00
			10% Engr. & Cont.	6,122.20
			Total	$67,344.20

Length of Roadway	3.063 miles
Length of 1 Bridge (Except.)	.005 mile
Total Length	3.068 miles
Cost per mile, roadway	$17,433.13

Federal Aid Secondary Funds	$40,000.00
State Funds	27,344.20
	$67,344.20

HOLDMAN JUNCTION—CAMPBELL RANCH SECTION

PROJECT NO. S-56 (2)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 18, 1949

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FOR FILING

S-5(6)(2)
3223

October 17, 1949

Mr. F. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on October 6, 1949 on Contract No. 3223, Baldock Junction-Campbell Ranch Section, in connection with Federal Aid Project No. S-56 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP/gs

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OCT 13 1949
FOR FILING

S-56(2)
3223

October 12, 1949

Newport, Kern & Kibbe
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on September 19, 1949 by the State Highway Commission, as follows:

Contract No. 3222, for grading and oil mat surfacing on the Holdman-Helix Section of the Holdman-Helix County Road, in Umatilla County.

Contract No. 3223, for grading and oil mat surfacing on the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary and the Pendleton-Cold Springs Secondary Highways, in Umatilla County.

An executed copy of each of the above contracts is being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl
encls. 2

Secretary

Recorded

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OCT 5 1949
FOR FILING

856 (2)
3243

C O P Y

September 23, 1949

Newport Construction Co.,
Kern & Kibbe,
7031 N. E. Halsey Street,
Portland 16, Oregon.

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you contracts for grading, surfac- and oiling the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary Highway and the Holdman-Helix Section of the Holdman-Helix County Road, Lincoln County. This award was based on your low combination bod of $329,091.78 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary.
OREGON STATE HIGHWAY COMMISSION

ts

cc - S. H. Probert.

RECEIVED
SEP 2[illegible] 1949
FOR FILING
S-56(2)
OREGON DISTRICT

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

NOTED
W. C. WILLIAMS

September 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-56(2), Holdman Junction - Campbell Ranch Section of the Athena-Holdman Highway to Newport Construction Co. and Kern & Kibbe, Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-56(2), Holdman Junction - Campbell Ranch Section of the Athena - Holdman Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Our authorization is subject to the condition that the possibility of adjusting the grade line at Station 534 by increasing the vertical curve to eliminate the need for raising the bridge deck be thoroughly investigated and reported upon prior to beginning construction.

The length of the project has been corrected to 3.867 miles. Please change your records accordingly.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
MAR 24
FOR

8-56(2)

32-3

1056W

COPY

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 23, 1949
Salem, Oregon

SUBJECT: Original referred to DeSousa by WCW. March 24, 1949

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Reference is made to Record of Assignment No. 1056 WCW with regards to possible substitution of a stockpile site on the Campbell Ranch-Holdman Junction Section of the Athena-Holdman Highway in Umatilla County.

Mr. Chidsey has submitted descriptions from alternate sites which may be used in place of the one we are attempting to secure from Frankie Butts.

These descriptions will be forwarded to you for approval in the next day or so, and negotiations may be dropped on the Butt's property.

H. G. Smith
Construction Engineer

By: Edwin A. Pease (sgd)
Construction Office Engineer

EAP:es

ASSIGNMENT No. 1056

DESCRIPTION: Mr. Witt's letter of 3-1949 to Mr. DeSousa, and W C W
DeSousa's letter of 3-2-49 to WCW, re stockpile site to be acquired
from Frankie Kilgore Butts on Campbell Ranch-Holdman Jct. Sect.

DATE: 3-4-49

ASSIGNED TO: SMITH

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date _____

☐ _____

REPORT RECEIVED: 3-24-49

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

JWD:MA (In triplicate)

By
J. W. DeSOUZA
Assistant

RECEIVED
MAR 4 1949
FOR FILING

File

Assignment #1056

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1949

SUBJECT:
R 13447 A

To:
Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Reference is made to the stockpile site desired to be acquired from Frankie Kilgore Butts on the Campbell Ranch-Holdman Junction Section of the Athena-Holdman Highway in Umatilla County. This property is situated in the Northwest quarter (NW¼) of Section 21, Township 4 North, Range 32 East, W. M., Umatilla County.

This settlement was assigned to Mr. Cosad and he made an investigation of the property and reported that the owner resides in the vicinity of Beaverton. It, therefore, was referred to Mr. Wm. H. Witt and under date of February 28th he made a report covering the property, a copy of which is attached.

The right of way for the highway was acquired for a cash consideration of $10.00 but it was necessary to go through condemnation proceedings, entailing considerable expense, in order to get a clear title. The acquisition of any other land from the same owners at this point would require similarly complicated and expensive proceedings. It, therefore, would appear desirable to acquire the Hanscom property referred to by Mr. Witt if this property is suitable and there are no preparation for site or hauling costs which might render it advisable to proceed with the acquisition of the Butts property.

It is obvious from Mr. Witt's discussion with the owners at Beaverton that not only will title complications be involved in the matter but the taking of the site described will be resisted by the owners.

Your further advice in the matter will be very much appreciated.

Very truly yours,

J. H. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

JWD:MA (In triplicate)
cc - Mr. R. W. Cosad

FORM E-50 1M 10-48 28887

C O P Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March

SUBJECT: File L 1534

To: Mr. J. W. DeSouza
Assistant Counsel

O F F I C E

Dear Mr. DeSouza:

I located Mr. and Mrs. Butts who reside on a side road called Ruby Avenue which runs into the Bertha-Beaverton Highway approximately one mile west of the Town of Beaverton. They reside on an acreage tract at that point.

After several calls at the house I finally found Mr. and Mrs. Butts home Friday evening, February the 25th. It seems from the conversation that Mrs. Butts is the party that we have to deal with although her husband acquiesced in all her remarks.

It seems that the acre which we desire for a stockpile site is very fertile ground at the junction of the Athena-Cold Springs Highway. They refuse to consider the price of $200 per acre as fair and reasonable and very politely informed me that we would have a fight on our hands if that is the maximum price we can offer. Mrs. Butts stated that they have a piece of land approximately an acre to an acre and a half in size, which is about a quarter of a mile northeast of this location and directly across the road from the German Hall. They are willing to give us this land for $100.00 since it does not divide any of their property and they feel the land is just as desirable for the purpose required as the fertile acre described in our option. As stated they are willing to give us this for $100 but we still will have to go through condemnation since Mrs. Butts can not give a deed to this property under the life interest which she has in said property. Mr. Butts also advised me that there was a tract of approximately three acres located about a mile from this highway junction, which land is between 2½ and 3 acres in size and is owned by a man named Hanscom. Mrs. Butts claims this land was severed when the highway was constructed and Hanscom has never farmed it since and felt that the same could be purchased at a very nominal price. He also stated that this parcel was located very close to our quarry and would probably be more desirable than any land the Butts's own. I think Mr. Chidsey ought to look into this matter before we take any further action.

Very truly yours,

J. M. DEVERS

By (Sgd) Wm. H. Witt
WM. H. WITT
Right of Way Agent

WHW:MA

S-11(3) Table Rock Creek Section of the 1949
Baker-Homestead Hwy.
#3224

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 2, 1950

S-11 (3)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-11(3)
Table Rock Creek Sec.

Dear Sir:

We are forwarding herewith for your file an executed modified agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
Principal Highway Engineer

Encl.

October 2, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 2-11(3)
Table Rock Creek Sec.

Dear Sir:

We are forwarding herewith for your file an executed modified agreement for the above project.

Very truly yours,

W. H. LEECH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

Oregon F[illegible]ral A[illegible] Secondary Project No. [illegible]1(3) WA8pr 7882

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 14, 1950, by the Oregon State Highway Commission and on behalf of the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Secondary Project No. S-11(3); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $60,000.00 to $75,300.00 (without change in the total estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the estimate be revised in the manner above indicated and that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-five thousand, three hundred and 00/100 dollars ($75,300.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-five thousand, three hundred and 00/100 dollars ($75,300.00), which does not exceed the authorized Federal pro rata share of one hundred twenty-two thousand, seven hundred thirty-nine and 10/100 dollars ($122,739.10), the approved total estimated cost of said project.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on September 25, 1950.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By Chas. H. Reynolds
Member, State Highway Commission

By W. S. McClure
Member, State Highway Commission

RECOMMENDED FOR APPROVAL

_____
STATE HIGHWAY ENGINEER

Attest

_____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer
U.S. Bureau of Public Roads

APPROVED
OCT 1950

RECEIVED
AUG [illegible] 1950
FOR FILING

8-11 (3)

OREGON STATE HIGHWAY COMMISSION

August 22, 1950
(Date)

3226 (Contract No.)	10 final (Est. No.)	J. C. Pepin (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
13435	380576	4,211.79	8/18/50

Dated

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 23 1950

NOTED ON CARD
8-23-50

OREGON STATE HIGHWAY COMMISSION

August 22, 1950
(Date)

222b (Contract No.)	10-final (Est. No.)	J. C. Papin (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
13435	380576	4,211.79	8/18/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion: Sep. 30, 1950

ACCOUNTING DIVISION

Completed: June 21, 1950

Contract Accepted: July 11, 1950

Time Extensions: None required

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 8-23-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
AUG 30 1951
FOR FILING

8-11 (3)

August 11, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modified agreement and one copy of program change form for the Table Rock Creek Section, Project No. S-11 (3) in which estimate we are requesting the Federal funds be increased to more nearly represent the permissible prorata share.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

JWW:ew

Encls.

MEMO TO: BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

August 9, 1950
(Date)

The following major program change of the individual project is requested:

Oregon (State) — Postwar Federal Aid Secondary Highway Program (Previous program) — May 27, 1949 (Date of approval)

COUNTY Baker — Route No. FAS 505

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programed	76	S-11 (3)	E. end of S-11 (2) easterly 1.54 miles	Survey-Plans					Gr., Dr., Low-type Surfacing
				Right-of-Way					
				Construction	122,739	60,000	62,739	1.540	
				Total	122,739	60,000	62,739	1.540	
Requested Revision	76	S-11 (3)	Same	Survey-Plans					Gr., Dr., Low-type Surfacing
				Right-of-Way					
				Construction	122,739	75,300	47,439	1.540	
				Total	122,739	75,300	47,429	1.540	

Program Balance of _____ funds subsequent to approval of this and previously recommended changes is $_____

Program Revision Request

Reason for change: Increase set up of Federal funds to more nearly represent permissible pro rata share

Date August 9, 1950

By R. H. Baldock
(State Highway Engineer)

Recommended for Approval: _____ (District Engineer) _____ (Date)

Recommended: _____ (Division Engineer) _____ (Date)

Approved: _____ (Acting Commissioner) _____ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61088-1

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-11 (3)

TABLE ROCK CREEK SECTION OF THE

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1950

Type Code 5211

Roadway (Sta. 1330+65 to 1412+00)

All Required		Clearing and Grubbing			$ 5,000.00
90	cu. yds.	Structural Excavation, Unclassified	$ 4.00		360.00
40	cu. yds.	Trench Excavation, Unclassified	2.00		80.00
79,000	cu. yds.	General Excavation, Unclassified	0.70		55,300.00
112,000	yd. sta.	Short Overhaul	0.02		2,240.00
850	C-yd. sta.	Long Overhaul	0.50		425.00
1.54	miles	Finishing Roadbed and Slopes	350.00		539.00
3,500	lin. ft.	Rounding Cutbanks	0.15		525.00
210	lin. ft.	18" Concrete Pipe	3.30		693.00
60	lin. ft.	24" Concrete Pipe	4.40		264.00
80	lin. ft.	30" Concrete Pipe	6.00		480.00
26	lin. ft.	36" Concrete Pipe	8.00		208.00
120	lin. ft.	Salvaging Culvert Pipe	4.00		480.00
80	cu. yds.	Class "A" Concrete	64.00		5,120.00
12,000	lbs.	Metal Reinforcement	0.12		1,440.00
3,100	cu. yds.	1" - 0" Crushed Rock in Cushion Course	2.75		8,525.00
4,100	cu. yds.	4" - 2" Crushed Rock in Base	2.75		11,275.00
2,400	cu. yds.	3/4" - 0" Crushed Rock in Base and Shoulders	2.75		6,600.00
270	M-gal.	Sprinkling	2.00		540.00
1.54	miles	Preparation of Base	300.00		462.00
1,100	cu. yds.	Furnishing and Placing Aggregates	4.75		5,225.00
116	tons	Furnishing and Placing 151-200 Asphalt	50.00		5,800.00
				Subtotal	$111,581.00
				10% Engr. & Cont.	11,158.10
				Total	$122,739.10
		Length		1.540 miles	
		Cost per mile		$79,700.71	

Federal Aid Secondary Funds	$ 75,300.00
State Funds	47,439.10
	$122,739.10

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
JUL 18 1950
FOR FILING

8-11 (3)
3224

July 14, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3224, for grading and surfacing on the Table Rock Creek ~~Section~~ of the Baker-Homestead Highway in Baker County, has been completed by the contractor, J. C. Peppin, and final payment in the amount of $4,211.79 will be made on or after July 28, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $117,033.64 and that no force account work was performed on the project. This contract was completed on June 21, 1950, and accepted by the Commission on July 11, 1950.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ame

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

noted on card
ame

United Pacific Insurance Co.
627 Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
JUL 5 - 1950
FOR FILING

8-11(3)
3224

July 5, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to J. C. Papin, on Contract No. 3224, covering Grading and Surfacing on the Table Rock Creek Section of the Baker-Homestead Highway in Baker County. This payment, in the amount of $13,260.64, will be made on or after July 15, 1950. The retained percentage is $3,489.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

mms

cc Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
7/5/50

RECEIVED
JUN 27 1950
FOR FILING

F-11(3)

3224

June 23, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 21, 1950 on Contract No. 3224, Table Rock Creek Section, in connection with Federal Aid Project No. F-11 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HHP:ew

cc: John Cottrell

Form E-1—SM—8-50

25 FINAL

OREGON STATE HIGHWAY COMMISSION

8-11 (3)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section	Table Rock Creek	For Week Ending	June 23, 1950, 19
Highway	Baker-Unity	Kind of work	Grad., & Oil Mat Surf.
Contractor	J.C.Papin	Section prefix	1-1016
Date of contract	Sept. 20, 1949, 19	Contract number	3224
Date work started	" 26, 1949, 19	Date of completion	Sept. 30, 1950, 19
Amount of contract	$111,581.00	Estimated date of completion	June 21, 1950, 19
		Per cent of time elapsed	77 %
Estimated cost of completed project, exclusive of engineering			$116,400.00
Per cent of contract completed, based on total contract price			%
Engineering cost to date	$ 7000.00, 6.02 %	Date project was completed	June 21, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

2nd course shot, 0.35 gal per s/y/

1st Seal " 0.325 " " "

2nd " " 0.25 " " "

Surface is smooth and in good condition.

RECEIVED
JUN 30 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. BOOTH

Signed Kevin Laughlin

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.54	1.54		1.54	
Miles partially completed					
Miles completed	1.54	1.54		1.54	
Total estimated quantities	87,980	8,700 ~~8000~~x		1,100	
Estimated quantities moved or placed to date	87,980	8,700		1,100	
Average daily quantities				300	
Average daily quantities necessary to complete project on time				complete	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				14	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., trucks 4 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 38843

RECEIVED
APR 13 1950
FOR FILING

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
~~MONTANA~~
OREGON
IDAHO
WASHINGTON

S-11(3)

March 23, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-11(3)
Table Rock Creek Section
Baker-Homestead Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
MAR 24 1950
OREGON
STATE HIGHWAY COMMISSION

Jon

Form PR 2 (Revised 1946)

7882

State Oregon

Federal Aid Secondary Project No. S-11(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of March, 1950,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 19 49 a program, which was approved on the 27th day of May, 19 49 for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of September, 19 49 and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of sixty thousand and 00/100

dollars ($ 60,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11279-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the Sta Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1330+65.9 in the NE 1/4, Section 1, T. 9 S., R. 43 E., and survey station 1412+00 in the NE 1/4 Section 6, T. 9 S., R. 44 E., W.M., without exception

, length 1.540 miles, in Baker County, being Oregon Federal-aid/Secondary project No. S-11(3), consisting of 1.540 miles of roadway and no bridges each of more than 20 feet clear span, ~~none~~ ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty thousand and 00/100 dollars ($ 60,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty-two thousand seven hundred thirty-nine and 10/100 dollars ($ 122,739.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

Assistant STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11579-2

RECEIVED
MAR 21 1950
OREGON DISTRICT

RECEIVED
MAR 22 1950
DIVISION 3

RECEIVED
MAR 9 1950
FOR FILING

S-11 (3)

T 12

March 7, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

File No. 15670
Right of Way
Baker-Homestead Highway

Dear Sir:

We regret the error in the preparation of the tracing for filing for right of way through Government-owned lands on Project Oregon No. S-11 (3), Baker-Homestead Highway. The error resulted in transposition from the main tracing to the small-size scale, wherein the draftsman traced the station of the curve point 14+13.9, instead of the end of the project, Station 14+12.00.

As it so happens, for the section between Station 14+11.9 and Station 14+12, a distance of only 8.1 feet, the center line of the new location is common with the center line of the old; likewise, the grades are common. Therefore, the existing 60-foot right of way is entirely ample for the construction to the higher standard over this short section.

We will, however, as soon as our location plans are completed, submit further application for rights of way through public lands eastward from this point. At that time we will include right of way beginning at Station 14+11.9, so that eventually we will have the adequate right of way width.

I return to you the tracing and prints for your files, and, when we have acquired the additional right of way to the east, tracing and prints will be furnished to you.

May we have your advice that handling in the manner above specified will be satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mc
Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

February 28, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

File No. 15670
Right-of-Way
Baker-Homestead Highway

Dear Sir:

We are returning herewith the tracing and prints enclosed with Mr. Devers' letter of February 24, 1950 requesting right-of-way on the Baker-Homestead Highway, as it is noted that the Project Ore. No. S-11(3) is shown as ending at Station 1411+91.9 instead of Station 1412 as shown by the approved plans. Presumably you will wish to revise the application to include this 8.1 ft.

If the location east of Station 1412 is known, it may be advantageous to include the right-of-way needed for that construction in this request.

We note that prior to award of contract for Oregon Project No. S-11(3), a certification that all right-of-way or rights-of-entry had been obtained was made. Apparently this was in error. It is hoped that in the future such certifications will not be made until the application for right-of-way under Section 17 of the Federal Highway Act is submitted.

Very truly yours,

T. M. DAVIS
District Engineer

Encl.

RECEIVED
APR 7
FOR FILING

I-11(3)

February 3, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Table Rock Creek Section, Project No. S-11 (3).

Very truly yours,

L. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWilcox

Oregon State Highway Department

Federal Aid Secondary Highway
Project No. S-11 (3)

[redacted] CREEK SECTION OF THE

BAKER-[redacted] HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 3, 1950

Type Code 5231
Roadway (Sta. 1330+65 to 1412+00)

All Required		Clearing and Grubbing		$ 5,000.00
90	cu. yds.	Structural Excavation, Unclassified	$ 4.00	360.00
40	cu. yds.	Trench Excavation, Unclassified	2.00	80.00
79,000	cu. yds.	General Excavation, Unclassified	0.70	55,300.00
112,000	yd. sta.	Short Overhaul	0.02	2,240.00
850	C-yd. sta.	Long Overhaul	0.50	425.00
1.54	miles	Finishing Roadbed and Slopes	350.00	539.00
3,500	lin. ft.	Rounding Cutbanks	0.15	525.00
210	lin. ft.	18" Concrete Pipe	3.30	693.00
60	lin. ft.	24" Concrete Pipe	4.40	264.00
80	lin. ft.	30" Concrete Pipe	6.00	480.00
26	lin. ft.	36" Concrete Pipe	8.00	208.00
120	lin. ft.	Salvaging Culvert Pipe	4.00	480.00
80	cu. yds.	Class "A" Concrete	64.00	5,120.00
12,000	lbs.	Metal Reinforcement	0.12	1,440.00
3,100	cu. yds.	1" - 0" Crushed Rock in Cushion Course	2.75	8,525.00
4,100	cu. yds.	4" - 2" Crushed Rock in Base	2.75	11,275.00
2,400	cu. yds.	3/4" - 0" Crushed Rock in Base and Shoulders	2.75	6,600.00
270	M-gal.	Sprinkling	2.00	540.00
1.54	miles	Preparation of Base	300.00	462.00
1,100	cu. yds.	Furnishing and Placing Aggregates	4.75	5,225.00
116	tons	Furnishing and Placing 151-200 Asphalt	50.00	5,800.00
			Subtotal	$111,581.00
			10% Engr. & Cont.	11,158.10
			Total	$122,739.10
		Length	1.540 miles	
		Cost per mile	$79,700.71	

Federal Aid Secondary Funds	$ 60,000.00
State Funds	62,739.10
	$122,739.10

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

August 23, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, one copy of form PR-9 covering program change and four copies of right of way statement to accompany plans and specifications for the Table Rock Creek Section, Project No. S-11 (3).

Six bid proposals and one set of full scale plans are being sent under separate cover.

The copy of form PR-9 is being submitted for the reason the estimated cost of the project is higher than originally anticipated and the project has been reduced in length to stay more nearly within the programmed cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN/gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Highway Project No. S-11 (3)

TABLE ROCK CREEK SECTION OF THE BAKER-HENTSTEAD HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 22, 1949

Type Code 5231
Roadway (Sta. 1330+65 to 1412+00)

All Required		Clearing and Grubbing			$ 2,000.00
90	cu. yds.	Structural Excavation, Unclassified		$ 4.00	360.00
40	cu. yds.	Trench Excavation, Unclassified		4.00	160.00
79,000	cu. yds.	General Excavation, Unclassified		0.85	67,150.00
112,000	yd. sta.	Short Overhaul		0.03	3,360.00
850	C-yd. sta.	Long Overhaul		0.50	425.00
1.54	miles	Finishing Roadbed and Slopes		700.00	1,078.00
3,500	lin. ft.	Rounding Cutbanks		0.20	700.00
210	lin. ft.	18" Concrete Pipe		3.00	630.00
60	lin. ft.	24" Concrete Pipe		4.50	270.00
80	lin. ft.	30" Concrete Pipe		8.00	640.00
26	lin. ft.	36" Concrete Pipe		10.00	260.00
120	lin. ft.	Salvaging Culvert Pipe		2.00	240.00
80	cu. yds.	Class "A" Concrete		60.00	4,800.00
12,000	lbs.	Metal Reinforcement		0.15	1,800.00
3,100	cu. yds.	1" - 0" Crushed Rock in Cushion Course		2.50	7,750.00
4,100	cu. yds.	4" - 2" Crushed Rock in Base		2.50	10,250.00
2,400	cu. yds.	3/4" - 0" Crushed Rock in Base and Shoulders		2.75	6,600.00
270	M-gal.	Sprinkling		3.00	810.00
1.54	miles	Preparation of Base		200.00	308.00
1,100	cu. yds.	Furnishing and Placing Aggregates		4.00	4,400.00
116	tons	Furnishing and Placing 151-200 Asphalt		45.00	5,220.00
			Subtotal		$119,211.00
			10% Engr. & Cont.		11,921.10
			Total		$131,132.10
		Length	1.540 miles		
		Cost per mile	$85,150.71		

Federal Aid Secondary Funds	$ 60,000.00
State Funds	71,132.10
	$131,132.10

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

August 22, 1949
(Date)

The following major program change of the individual project is requested:

Oregon (State) | Postwar Federal Aid Secondary Highway Program (Previous Program) | (Date of Approval)

COUNTY Baker | FA or FAS Route No.

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	76	S-11(3)	E. end of S-11 (2) easterly 2 miles	Survey-Plans					Gr., Dr., low-type surfacing
				Right-of-Way					
				Construction	$100,000	$60,000	$40,000		
				Total	$100,000	$60,000	$40,000	2.00	
Requested Revision	76	S-11(3)	E. end of S-11 (2) easterly 1.54 miles	Survey-Plans					Gr., Dr., 2-lane intermediate-type surfacing (Type O-11)
				Right-of-Way					
				Construction	$131,132	$60,000	$71,132		
				Total	$131,132	$60,000	$71,132	1.54	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change: Completion of survey and plans indicated project cost higher than originally estimated. Accordingly the project was shortened to stay more nearly within programmed cost.

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

TABLE ROCK CREEK SECTION

PROJECT NO. 9-11 (3)

While negotiations for rights of way are in progress, five parcels have not been acquired, nor has the right to occupy and use these parcels been secured, it is now believed all necessary rights of way can be made fully available within twenty-five days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 23, 1949

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

September 12, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm that the program change requested in Item 76, Project No. S-11(3) of the first supplemental Oregon cumulative Postwar Federal Aid Secondary Program has been approved effective September 2, 1949.

The current status as approved:

Character of Work:	Grading, draining, 2-lane intermediate type surfacing (Type O-11)
Termini:	East end of S-11(2), easterly
Total Cost	$131,132.00
Federal Funds	No Change
Length	1.540 Miles

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk
C. G. Polk
Sr. Highway Engineer

RECEIVED
SEP 1
OREGON
STATE HIGHWAY COMMISSION

September 12, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm that the program change requested in Item 76, Project No. S-11(3) of the first supplemental Oregon cumulative Postwar Federal Aid Secondary Program has been approved effective September 2, 1949.

The current status as approved:

Character of Work:	Grading, draining, 2-lane intermediate type surfacing (Type C-11)
Termini:	East end of S-11(2), easterly
Total Cost	$131,132.00
Federal Funds	No Change
Length	1.540 Miles

Very truly yours,

T. H. DAVIS
District Engineer

By:

C. O. Polk
Sr. Highway Engineer

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

September 2, 1949

REFERRED TO
Ruber
By Asst. Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-11(3), Table Rock Creek Section of the Baker-Homestead Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

The length shown on the summary sheet has been corrected to read 1.54 miles. Please correct your copy.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1949
FOR FILING

8-11 (3)
3224

November 25, 1949

D & R Construction Co.
Rte. 1, Box 967
Beaverton
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3224 which was awarded to you on November 7, 1949 by the State Highway Commission, for guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 11/25, gl

RECEIVED
OCT 13 1949
FOR FILING

S-11(3)

3224

October 12, 1949

Mr. J. C. Papin
409 Sommer Bldg.
Baker, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3224, which was awarded to you on September 20, 1949 by the State Highway Commission, for grading and surfacing on the Table Rock Creek Section of the Baker-Homestead Highway in Baker County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
OCT 3 1940
FOR FILING

S-11(13)

3224

September 28, 1940

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on September 26, 1940 on Contract No. [illegible], Table Rock Creek Section, in connection with Federal Aid Project No. S-11 (13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

LMP:cw

RECEIVED
SEP 26 1949
FOR FILING

S-11 (13)

3224

September 23, 1949

J. O. Papin
409 Sumner Bldg.
Baker, Oregon

Dear Sir:

The State Highway Commission on September 20, 1949, awarded you the contract for grading, surfacing and oiling the Table Rock Creek Section of the Baker-Homestead Highway in Baker County. This award was based on your low bid of $111,581.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - S. H. Probert

RECEIVED
SEP 22 1949
FOR FILING

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

S-11(3)
OREGON DISTRICT

September 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-11(3), Table Rock Creek Section of the Baker-Homestead Highway, to J. C. Papin, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
COMMISSION

File

RECEIVED
SEP 7 1949
FOR FILING

S-11 (13)

September 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.A. E. documents for Oregon Project No. S-11(3), Table Rock Creek Section of the Baker-Homestead Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

The length shown on the summary sheet has been corrected to read 1.5¼ miles. Please correct your copy.

Very truly yours,

T. H. DAVIS
District Engineer

Original & Prohect

RECEIVED
JUL 21
FOR FILING
8 11 (13)

July 19, 1949

Mr. W. W. Evans
Vice President and Cashier
The First National Bank of Halfway
Halfway, Oregon

Dear Mr. Evans:

We do not propose to put off construction of the Table Rock-East Section of the Baker-Homestead Highway until next year; in fact, we are trying to get the project ready for letting within the next two or three months, so that the grading work can be completed during the winter and the surfacing and oiling early next summer.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc: Mr. W. C. Williams

No. 11466

THE FIRST NATIONAL BANK
OF HALFWAY

HALFWAY, OREGON

W. W. EVANS, VICE PRES. AND CASHIER

July 16, 1949.

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon.

Dear Mr. Baldock:

A little bird told us that you had scratched the proposed section of the canyon off the list of contracts to be let this summer.

To tell you the honest truth, we are glad of it, because to have traffic held up for such a small part of the canyon which is unfinished, is like going through the agonies of child birth and only getting one baby.

Undoubtedly you are harassed by groups from all over the State, urging you to make their pet gripe the number one project so we will not attempt to add to your burdens, but we want this canyon section of the Baker-Cornucopia highway finished.

Yours very truly,

Vice Pres & Cashier

RECEIVED
JUL 18 1949
OREGON
STATE HIGHWAY COMMISSION

RETURNED TO
W. C. Williams
Roads Engineer
Salem

MEMBER FEDERAL RESERVE SYSTEM

3-1601 Oregon City-Milwaukie Traffic 1949
Signals

#3225

RECEIVED
JUN 23 1950
FOR FILING

Files

3-1.01
3225

OREGON STATE HIGHWAY COMMISSION

June 15, 1950
(Date)

3225	5-final	City Electric, Inc.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8938	376387	377.24	6/14/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUN 20 1950

NOTED ON CARD
6-20-50, gf

OREGON STATE HIGHWAY COMMISSION

June 15, 1950
(Date)

3225 (Contract No.)	5-final (Est. No.)	City Electric, Inc. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
8938	376387	377.24	6/14/50

Dutton

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion: March 31, 1950

Completed: April 10, 1950

ACCOUNTING DIVISION

Contract Accepted: April 25, 1950

Time Extensions: Extended to April 10, 1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 6-20-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 31 1950
FOR FILING
3-1601

May 31, 1950

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

Please be advised that State Highway Contract No. 3225, covering installation of traffic signals on the Oregon City-Milwaukie Section of the Pacific Highway in Clackamas County, has been completed by the contractor, City Electric Co.,Inc., and that final payment in the amount of $377.24 will be made on or after June 10, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $10,265.42, and that no force account work was performed on the project. This contract was completed April 10 and accepted by the Highway Commission April 25, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling,Insurance
250 N. High St.
Salem, Oregon

NOTED ON CARD
5-31-50 C

RECEIVED
MAY 18 1950
FOR FILING

3-1601

3225

May 17, 1950

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to City Electric Co.,Inc., on contract No. 3225, covering installation of traffic signals on the Oregon City-Milwaukie Section of the Pacific Highway in Clackamas County. This payment, in the amount of $1,478.13, will be made on or after May 27, 1950. The retained percentage is $305.82.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling, Insurance
250 N. High St.
Salem, Oregon

NOTED ON CARD
5-17-50 gf

RECEIVED
MAY 4 - 1950
FOR FILING

3

Salem, Oregon
May 3, 1950

Agreement re flashing beacons at Oregon City.

Mr. F. B. Crandall
Mr. A. G. Skelton

Attached is one unexecuted copy of an agreement with the City of Oregon City covering the installation of flashing beacons at the intersection of 7th and Washington Streets and 11th and Washington Streets, in Oregon City.

The original of this agreement has been retained in the Commission's files, and one fully executed copy has been sent to the City Recorder of the City of Oregon City.

L. H. Warfield
Staff Engineer

LHW:bl
Enclosure

FORM S-20 10M 8-48 31000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1950

SUBJECT: Agenda Item 6-i

To: Mr. John W. Cattrall
County & City Relations

Attached hereto, for further handling by you, are three unexecuted copies of an agreement with the City of Oregon City covering the installation of flashing beacons at the intersection of 7th and Washington Streets and 14th & Washington Streets, in Oregon City.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of the city of Oregon City.

Secretary

rn
attach: 3

I have fullsize copy for County & City files. 5-1-50
A.H.

General
Sketch

RECEIVED
APR 28 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 1 - 1950
FOR FILING

3-1601

3225

May 1, 1950

City Electric Co., Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 25, 1950, had under discussion your request for an extension of time of 10 days, from March 31 to April 10, 1950, within which to complete your contract No. 3225 for installation of traffic signals on the Oregon City-Milwaukie Section of Pacific Highway East in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary

gl

cc: A. G. Shelton,
Division Engineer

W. A. Reeves

NOTED ON CARD

5-1-50 gf

RECEIVED
APR 28 1950
FOR FILING

3-1601

3225

Salem, Oregon
April 28, 1950

Agenda Item 6-d

Mr. John W. Cattrall
County & City Relations

Attached hereto, for further handling by you, are three unexecuted copies of an agreement with the City of Oregon City covering the installation of flashing beacons at the intersection of 7th and Washington Streets and 14th & Washington Streets, in Oregon City.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of the city of Oregon City.

Secretary

rn
attach: 3

FILING

April 28, 1950

Doris Gilbertson, City Recorder
City Hall
Oregon City, Oregon

Dear Madam:

We are enclosing herewith, for the records and files of your city, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Oregon City covering installation of flashing beacons at the intersections of 7th and Washington Streets and 14th and Washington Streets, in Oregon City.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
APR 17 1950
FOR FILING

3-16-1
3225

April 14, 1950

Request for Extension of Time
No. 6
April 24 and 25 meeting

State Highway Commission

Gentlemen:

Re: Traffic Signals on Oregon City-
Willamette Section
C.W. Electric, Inc., Contractor
Contract No. 3225

Herewith copy of an application for an extension of time, from March 31, 1950 to April 10, 1950, for completion of the work on the traffic signals between Oregon City and Willamette.

The installation of the system, except for the painting of the poles, was completed within the specified time limit. All work was completed on April 10. The painting of the poles was postponed until more favorable weather. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and concurrence in this recommendation by the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

CEP:gs
cc G. S. Powers

RECEIVED
FOR FILE
3-1601
3225

February 21, 1950

Mrs. A. W. Stock, President
Oak Grove Parent Teachers Association
Oak Grove, Oregon

Dear Madam:

Mr. Baldock has asked me to give you the present status of preparations for installation of traffic signals on McLoughlin Boulevard between Oregon City and Milwaukie, which was the subject of your telephone conversation with him today.

I advised you in a letter of December 9 that the contractor had ordered his materials on September 20, 1949, and delivery at that time was promised about January 31, 1950. The Steel Company, however, was unable to keep this promise, and the steel poles required for the installation were not shipped from Kenton, Ohio until February 6. Normally about two weeks are required for transcontinental freight shipments, so the steel poles should be in Portland either now or within a day or two.

All other materials have previously been received, and the contractor will start work immediately upon receipt of the poles, which he must have before he can do any other part of the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

Mr Wolhouse -

I checked with
City Electric Co and found
that Signals Poles for
Oregon City - Milwaukie
section were ordered
Sept 20 1949 the day
the contract was awarded.
I checked with the supplier
Georgia Electric Co and found
that the Poles were shipped
from Canton Ohio Feb. 6
The following week I had my
poles should be here in a Coupl—
9 days weeks

RECEIVED
DEC 23 1949
FOR FILING

3 1601
3225

December 22, 1949

Mrs. Joseph Edmiston, President
Concord Parent-Teacher Association
3811 S. E. Concord Road
Milwaukie 22, Oregon

Dear Madam:

Pursuant to the petition sent to the Honorable Douglas McKay, Governor of the State of Oregon, regarding the installation of the signals at Concord Road, please be advised that, on September 20, 1949, the Highway Commission awarded to the City Electric Company of Salem a contract for the installation of three traffic signals on McLoughlin Boulevard, one of which was at Concord Road.

The City Electric Company placed its order for the materials for these signals within three weeks after the award of the contract, but, for the steel poles necessary for the erection of the signals, the minimum delivery date that could be obtained from the steel companies was 120 days. The contractor has been promised that the poles will be delivered to him by January 1, 1950 and he will immediately proceed with the installation of the poles and the signal lights.

Most of these signal installation jobs are rendered slow in completion by reason of the critical shortage of certain materials, particularly the fabricated steel poles, and neither the contractor nor anyone else has been negligent in the matter. I am sure that the signals will be placed in operation as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]brkl
cc Governor McKay
Mr. W. C. Williams
Mr. A. G. Skelton

DOUGLAS McKAY
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

December 20, 1949

Mrs. Joseph Edmiston, President
Concord Parent-Teacher Association
3811 Southeast Concord Road
Milwaukie, 22, Oregon

Dear Mrs. Edmiston:

I have received your letter of December 12th with enclosed petition of property owners who have children attending Concord School and I am bringing this matter to the attention of Mr. R. H. Baldock, State Highway Engineer, and asking for a report on the traffic signal installation project.

COPY

You will be hearing direct from Mr. Baldock on this subject. I am naturally concerned about the safety of the children who have to cross the Super-Highway and I hope that there may be some early solution of this problem.

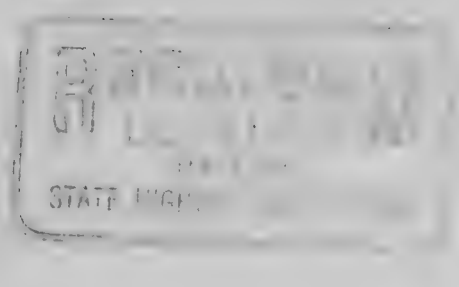
Thank you for bringing this petition to my personal attention.

Sincerely yours,

DM:AP

Governor

cc to Mr. Baldock



Concord School
Parent-Teacher Association
3811 S. E.Concord Road
Milwaukie 22, Oregon
December 12, 1949

Honorable Governor Douglas McKay
State House
Salem, Oregon

Honorable Sir:

On December 22, 1948 a petition, signed by 178 property owners having children attending Concord School, was sent to you requesting a traffic signal at the intersection of Concord Road and Super-Highway 99-E. A reply was received from you concerning this matter on February 17, 1949. On March 17, 1949, notification was received from the Oregon State Highway Commission stating that the installation was authorized. In August, our local newspapers carried the announcement that bids for the installation had been let. To date, nothing further has been done on this matter.

Wherein the safety of children going to and from school is imperiled by the lack of traffic control at this said intersection, and since no traffic signal has been installed, the hazard is even greater than last year inasmuch as the school enrollment has increased from 340 to 404, we earnestly and sincerely request that you, as Governor, take some action to see that we get this traffic signal now and not after some child's life is forfeited for lack of such safety precaution.

I am enclosing herewith signatures of those interested in this vital matter concerning the welfare of our children - one of the aims of Parent-Teacher work.

Respectfully submitted,

Mrs. Joseph Edmiston
President, Concord P.T.A.

Enc:
c.c. Mr. Earl Newbry

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DEC 21
OREGON
STATE HIGHWAY COMMISSION

We, the undersigned, do hereby request that action be forthcoming on the installation of traffic signals at the intersection of Concord Road and Super-Highway 99-E:

Name	Address
Mrs. George Lesyuk	14230 S.E. Upper Alderwood
Mrs. Otto A. Steiner	16103 S.E. Harold Ave.
Mrs. John Anderson	4115 S.E. Vineyard Rd.
Mrs. Thos. V. Hickox	16320 S.E. Harold Ave.
Mrs. Thos. V. Hickox	16320 S.E. Harold Ave.
Mrs. O. J. Moore - Rusty, Ave.	P.O. Box 83 Oakgrove
Arthur J. Moore	" " " "
Ethel Dann	2720 S.E. Boyd Milwaukie 2, Ore
J. J. Dann	Same
Mrs. Ruth Jackson	14723 S.E. Oatfield Rd.
Mrs. Edris Emmons	3816 S.E. Lee Road.
Mrs. George E. Balmer	15522 S.E. Meadowlark Lane
Mrs. Burton A. Barnes	15916 S.E. Harold Ave
[illegible]	[illegible]
Mrs. Harry J. Kurtz	16316 S.E. Rose Road
Mrs. Mildred C. Bubnik	15915 S.E. Harold Ave.
Mrs. R. L. Mortell	14019 S.E. Upper Alderwood Rd.
Mrs. N. Workman	5900 S.E. Aldercrest Rd.
Mrs. David Howard	14205 S.E. Upper Alderwood
Mrs. James K. Retley	14153 S.E. Upper Alderwood Rd
Elmer A. Reidelsperger	14115 S.E. Lenborn Lane Milwaukie Ore
Mrs. E. A. Reidelsperger	14115 S.E. Lenborn Lane Milwaukie Ore
Mr. Hersel M. Lewis	4111 S.E. Roethe Rd.
Mrs. L. W. Summers	2515 S.E. Concord Rd.
Mr. L. W. Summers	2815 S.E. Concord Rd

Margaret Pinegar (Teacher) 717 N.E. Emerson St Portland
Mrs. John J. Nelson 3127 S.E. Concord Rd. Milwaukie, Oregon.
Mrs. George Winters [illegible] Milwaukie, Or
Geo A Winters 6120 SE McLoughlin Rd Milwaukie 22 Oregon
Mrs Barry Brownell 3222 S.E. Risley " "
Mrs Wm E. Martin 3232 S.E. Risley Milwaukie, Or
Mrs L.W. Warnock Rt 4 Box 737 Milwaukie
Velma Sehorn (Teacher) 6239 NE 6th Ave Portland Or
Gladys Lethall (teacher) 1735, 32nd. Milwaukee
Mrs Ivan Hosier 16110 SE Harrison Milwaukie 22
Mrs. R.D. Lippert 15720 S.E. Orville Ave Milwaukie 22
Mrs. Orie E. Pederbaugh 4411 S.E. Rothe Rd. Milwaukie
Mrs Orie E. Pederbaugh 4411 S.E. Rothe Rd Milwaukie 22
Mr. T-J Bailey 3224 SE. Concord Rd Portland 22.
Mrs. Elsie J. Bailey 3224 S.E. Concord Rd Portland 22
Mr. Ernest Bailey 3224 S.E. Concord Rd Portland 22
Mr Richard W. Bailey 3222 S.E. Concord Rd Portland 22
Mrs. Lucile E. Bailey 3222 S.E. Concord Portland 22
Mrs. K. W. Jay 2323 SE Risley Ave " "
Mrs R W Jay 2323 S.E. Risley ave " "
L.D Pattee 16212 S.E. Harold ave Milwaukie Or.
Mrs. W Shumate 17116 S.E. Harfield Rd Mil 22 Ore.
Chas. W Shumate 17116 SE Harfield " " "
John H Gisin 6771 S.E. Jennings Ave " "

Mrs John W. Garrett 6221 S E Jennings Ave Milwaukie Ore
Mrs Thos E. Knight 15526 S E. Frances ave Milwaukie Ore
Mrs N O McIlhagga 1734 S.E. Risley Ave Milwaukie 22 Ore
Mrs A. Habluetzel 1742 S E Risley Ave Milwaukie 22 Ore
Mrs K L Knudsen 3910 S E Harold Milwaukie 22 Ore
Mr Harold L. Conrad 15206 S E. Oatfield Rd Milwaukie
Romaine Royden 2410 S E Tarbell St. Portland Ore-
Harold L. Taylor 16307 SE HAROLD AVE MILWAUKIE 22, OREG.
N.O. McILHAGGA 1734 S.E. RISLEY AV. MILWAUKIE 22 ORE.
Wm. E. L. Hansen 15332 S. E. Clive Portland 22, Ore.
Mrs. G. X. Jordan 5611 S.E. Aldercrest Lane - Milwaukie
W E Howard 5412 S E Oatken Rd Milwaukie 22 Ore
Mabel Wallace 6005 S.E. Thiessen Ln. Milwaukie 22
Geo. P. Woods 15819 Mc Loughlin Blvd Milwaukie 22
Mrs. Geo P Woods 15819 Mc Loughlin Blvd Milwaukie 22
Mrs. Albert W. Bettle - 17326-SE- Oatfield Rd Milwaukie 22
Mrs Harold F. Bluhm 15721 S.E Arista Dr. Milwaukie 22
Harold F Bluhm 15721 SE Arista Dr Milwaukie Ore
Wm G Lupian Box 7 Oak Grove, Ore
Mrs W. G Lupian Box 7 Oak Grove, Ore
Mrs E G Hall 3193 S.E Vineyard Rd Milwaukie Ore
R C Wagner 6011 S.E. Oatken Rd Portland 22
Mrs R C. Wagner 6011 S.E. Oatken Rd
Mrs D R Howey 8612 S.E. Vineyard Rd. Milwaukie

Doug & A. Lowery	3612 S.E. Vineyard Rd.
R. O. Lippert	15720 S.E. Orbell Ave.
Zella Mae Cameron	14285 S.E. Elgin Crescent
Jack McCord	4505 S.E. Hillroad -
H. L. McCord	4505 S.E. Hillroad
Knute H Crown	4917 Hill Rd.
Mrs Knute H Crown	4917 Hill Rd.
Ralph Turner	3028 S.E. Ryeley ave
Flora Turner	3028 S.E. Ryeley Ave.
Mrs. K. F. Kunkel	16025 S.E. Pacific Hwy
Mrs Thomas J. Cook	16025 S.E. Pacific Hwy
E. H. Howell	3423 S.E. Vineyard Rd
Mrs Faith E. Walker	3410 S.E. Vineyard Rd.
Mrs La Berge	3840 S.E. Walker Lane
Mrs Warren Walter	16131 S.E. Pacific Hwy 99E
Mrs Grace Mullin	16131 S.E. Pacific Hwy 99E
Warren V. Mullin	16131 S.E. Pac Hwy 99E Portland 22
D Mullin	16131 S.E. Pacific Hwy 99E.
Mrs R. L. Rudolph	3914 S.E. 35th Pl.
Mrs. Paul E. Young	3610 S.E. Pinehurst
Mrs Lloyd Elliott	3400 S.E. Pinehurst Ave.
Bryce D. Crosby	4516 S.E. Thiessen Rd.
Bernice L. Crosby	4516 SE. Thiessen Rd
Ray F Jacobsen	14723 SE Oatfield Road
Mrs E. A. McCartney	14729 SE. Oatfield Rd

Mrs. D.C. Greening	15007 S.E. Kronberg	
Mrs. J.E. [illegible]	[illegible] S.E. Ironside Dr	Portland 22
Mrs. W.C. McDougall	15710 S.E. Francis	Portland 22
Mr & Mrs John D. Schneible	15404-S.E. Oatfield	Portland 22
Mr. Thos W. Foster	15521 S.E. Arista Drive	-
E.K. Nuckolls	16715 SE EVERGREEN LA.	MILWAUKIE
Mrs C.K. Nuckolls	16715 S.E. Evergreen Lane.	Milwaukie 22
Arnold Fredrickson	15909 S.E. Arista Dr.	" "
Jordis K Cleland	15129 S.E. Oatfield R	" "
Mrs R Foster	15106 SE Oatfield R	" "
Mrs T.A Harvey	4311 SE Raymond Rd	" "
H L Wall	Box 38 Oak Grove	
Mrs. H.S. Wall	Box 38 Oak Grove	
Mrs. J.C. Windom	15728 S.E. Arista Dr.	" "
Mrs. L.K. Ewalt	15917 S.E. Oatfield Rd	
Mells J. Clark	3025 SE Maple St.	" "
Carol W. Clark	3025 S.E. Maple St.	" "
Freda H. Lybarger	3506 S.E. Milwaukie	" "
Mr. F.C. Rupions	3103 S.E. Westview Ave.	" "
Agnes Retzloff	15316 SE Minnesota Ave	" "
Lillie Hokeman	14721 S.E. Oatfield Rd.	" "
Mrs. Robert E. Wynn	15507 S.E. Hugh Ave	" "
Irwin H. Halle	16620 S.E. Haroldave	" "
Mr J.D Biser Jr.	4220 Raymond Rd	

Mrs J. D Bisi 4220 Raymond Rd
Mrs Lois T. Hall 166 as S.E. Hayden Lane Milwaukie Ore
Mrs L A Royce 16440 S E Pac. Hwy
Mr. Lee A. Royce " " "
Mrs Bailes 16816 S E Verney and Ave
Mrs. Milton Bryan 3011 S.E. West View Road
Milton Bryan 3011 S E Westview Road
Paul Goldson 4424 S E Rothe
Mrs Frances Goldson 4424 S E Rothe
Mrs Albert Elkins 5319 S.E. Hill Rd
Mrs A. J. Elkins 5319 S.E Hill Road
Mrs. Mrs J. Pollock 5111 S.E. Hill Rd.
M. M J Pollock 5111 S.E Hill Rd.
Ellen E. DuRant 3920 S.E. Hill Rd.
Arthur E Jarvis 4201 S.E Rothe Rd.
Werner Pomplitt 17225 · SE Mc Loughlin
Albert C. Koretz 3110 Westview Rd
Amy Koretz 3110 S E Westview Rd
Lyman H Stapp Jr, Rt. 4 Box 739 Milwaukie, Ore.
Raymond L Carlson 16417 S E pacific
Celina R. Carlson 16417 SE Pacific Hy
Mrs David Hoelz 3606 S.E. Hill Road
R.G. Powell 16111 S E South View
Mrs. W.W. Worster 1515 S.E. River Front Rd

Mrs. Elmer K Anderson 16104 S.E. Southview Ave
Joseph A. Edmiston - 15636 SW Arista Dr.,
Mrs G. N. Hartramph 16109 S.E. Stanley
Mrs Clyde Smythe 16644 S.E. Arnold
Mrs. Charles Smith " " "
Patterson 7310 SE Concord
F. L. Runions 3103 S.E. West View Ave
Ray Byers Principal Concord School 3811 S.E. Concord Road Milwaukie Or

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OREGON
STATE HIGHWAY COMMISSION

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3-1601
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File

December 9, 1949

Mrs. A. E. Stoub, President
Oak Grove Parent Teachers Association
Oak Grove, Oregon

Dear Madam:

Pursuant to my telephone conversation with you, I have investigated the status of the contract for installation of traffic signals on McLoughlin Boulevard (Pacific Highway East) between Oregon City and Milwaukie.

The contract for the signals was awarded by the State Highway Commission on September 20, 1949 to the City Electric Company of Salem. The City Electric Company had placed its order for materials within three weeks of the award of the contract, but for the steel poles necessary for erection of the signals the minimum delivery date that can be obtained from the steel companies is 90 to 120 days. The contractor has been promised that the poles will be delivered to him by January 31, 1950, and he will immediately proceed with the erection of the poles and installation of the signal lights.

Most all of our signal installation jobs are rendered slow in completion date by reason of the still very critical shortage of certain materials, particularly fabricated steel poles. Neither the contractor nor anyone else has been negligent in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

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3225

October 25, 1949

City Electric Co., Inc.
245 Center St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3219, for installation of traffic signals at Cottage Grove in Lane County, awarded September 19, 1949.

Contract No. 3225, covering installation of traffic signals at Oregon City-Milwaukie Section in Clackamas County, awarded September 20, 1949.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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New Sales

September 23, 1949

City Electric, Inc.
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 20, 1949, awarded you the contract for the Oregon City-Willamette Traffic Signals. This award was based on your low bid of $10,154.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. V. Probert
G. S. Parsons

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 25, 1949

SUBJECT: Signal Plans & Specifications,
Oregon City-Milwaukie Section
US99E

To: W. A. Reeves
Bridge Department

Attached hereto is one set of the special provisions of the specifications for the traffic signal installations in the Oregon City-Milwaukie section, US99E. We are also attaching drawings TED 1426, 1346 and 1427. It would be appreciated if you would put these in final form and prepare for contract letting the installation of traffic signals at the above location as mentioned in previous letter of which you have a copy. We are desirous of letting this contract at the September Commission meeting.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment
cc: W. C. Williams
Val Johnson

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Agenda Item 4C-7
2/28/49

March 17, 1949

Mrs. E. Daniel Calkin, President
Concord Parent-Teacher Association
Route 9, Box 820
Milwaukie 2, Oregon

Dear Mrs. Calkin:

In your letter of January 13, 1949, directed to the Honorable Douglas McKay, Governor of the State of Oregon, and in your letter of the same date, directed to Mr. R. H. Baldock, State Highway Engineer, you call attention to the need for traffic control on U. S. 99E, at its intersection with Concord Road, between Milwaukie and Oregon City, particularly for the benefit and safety of school children.

Governor McKay referred your letter to Mr. Baldock, who caused an investigation to be made by the Traffic Engineer, of conditions at the intersection to which you referred, and other intersections in the district. His report on the subject was rendered to the State Highway Commission at its last meeting, and you will be pleased to know that the Highway Commission has authorized the installation of semi-actuated signals, not only at the Concord Road intersection, but also at Oak Avenue, and at Courtney Road. These signals will be installed as soon as necessary materials can be obtained.

Incidentally, I might advise that the Engineer is making a study of conditions at all key intersections between Milwaukie and Oregon City, with the view in mind that at some future time, additional signals will be installed, if required, and all of them sinchronized so as to provide the least amount of inconvenience to the motoring public, as well as to pedestrians. Such an elaborate system of signalling, of course, is not for immediate installation, but may be the proper solution for future ultimate traffic control along this section of highway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MMM:ts
cc - Governor McKay

Agenda Item 40-7
2/28/49

March 17, 1949

Mr. Wm. G. Sinclair
Box 7
Oak Grove, Oregon

Dear Mr. Sinclair:

Reference is made to your letters of December 22, 1948, and February 10, 1949, directed to Mr. R. H. Baldock, State Highway Engineer, concerning the Petition submitted to the State Highway Commission by residents of Oak Grove and Concord Districts, in which the Highway Commission is urged to install traffic signal at the intersection of U. S. 99E and Concord Road, for the benefit and safety of many school children, who are obliged to cross the Highway at this point.

The Petition to which I refer was referred to the State Highway Engineer, who had an investigation made of conditions existing, not only at the Concord Road intersection, but at several others in the same vicinity. The Engineer reported his findings to the Highway Commission at its last meeting and I am pleased to inform you that the Commission authorized the installation of semi-actuated signals, not only at the Concord Road crossing, but also at the intersections of Oak Avenue and Courtney Road. The signals will be installed as soon as necessary materials can be obtained.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ts

Agenda Item #C-7
2/28/49

March 17, 1949

Ray F. Buyers, Principal
Concord Public Schools
Route 4, Box 1007
Milwaukie, Oregon

Dear Mr. Buyers:

In your letter of February 10, 1949, directed to Mr. R. H. Baldock, State Highway Engineer, you endorse the Petition of residents of Oak Grove and Concord Districts for the installation of traffic signals at the Concord Road crossing on the Pacific Highway East, for the benefit and safety of school children, who are obliged to cross this heavily traveled thoroughfare.

The matter of signalization of this intersection, and others on this highway, were studied by the Engineers, and report on the subject was rendered to the State Highway Commission at its last meeting. I am pleased to inform you that the Commission has authorized the installation of semi-actuated signals, not only at the intersection of Concord Road, but also at Oak Avenue and at Courtney Road. It is the intention of the Engineer to see that these signals are installed as soon as necessary materials can be obtained.

I thought you would be interested in receiving this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

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COPY

Salem, Oregon
March 2, 1949

Mr. F. B. Crandall

The Commission has approved installation of a flashing beacon at the intersection of Alameda Street and Esplanade Street in Klamath Falls. The estimated cost is $281.00, to be financed from 1949 minor betterment reserve funds. The state will bear all of the expense of this installation.

The Highway Commission has also approved the installation of traffic signals at the intersection of Esplanade Street and Main Street in Klamath Falls, providing the City of Klamath Falls will pay 50% of the installation costs and maintain the signals, furnishing electrical energy after the installation is complete. After securing the necessary agreement with the city, you may proceed with the project, financing to be from 1949 minor betterment reserve funds.

The Commission has approved installation of the crosswalk and overhead illuminated crosswalk sign at Riverwood Park on the Coast Highway, immediately south of Astoria. This work is to be financed from 1949 minor betterment reserve funds, and the estimated cost is $400.00. You may proceed with the installation after submitting the necessary work order.

The Commission has approved installation of railroad crossing signals at the Wilbur grade crossing of the Southern Pacific tracks in Douglas County. The estimated cost is $3,500.00, of which the state's share will be $1,750.00. You may arrange for the Southern Pacific Company to install the signals and bill the state for one-half of the cost, the state's portion to be financed from 1949 minor betterment reserve funds.

The Highway Commission has approved the installation of traffic actuated traffic signals at the intersections of Concord Road, Oak Avenue, and Courtney Road, with the Pacific Highway East. The estimated cost is $12,000, of which the state will bear the entire cost, to be financed from 1949 minor betterment reserve funds.

Please submit work orders, one for each signal, and proceed with the work.

W. C. Williams

[redacted]

cc: Mr. H. H. Hawks

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February 15, 1947

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a petition signed by 178 residents, requesting traffic control signals at the intersection of Concord Road with the Pacific Highway East, which is between Milwaukie and Oregon City. In addition to the petition, several individual letters have been received from the school principal and private citizens, urging signalization of this intersection.

It has long been recognized that it would soon be necessary to take some steps to control traffic at key intersections on the Pacific Highway between Milwaukie and Oregon City. The Traffic Engineer has made further study since receipt of the petition and letters, and he advises that this intersection is quite hazardous to traffic attempting either to enter or to cross the main highway. However, investigation indicated that there are two other intersections which are equally or more hazardous than Concord Road. The other two are Courtney Road and Oak Avenue. The accident records during the year 1946 on the three intersections are as follows: Courtney Road - 15 accidents, 11 injuries; Oak Avenue - 11 accidents, two injuries; Concord Road - seven accidents, four injuries. The Pacific Highway through this section carries an average daily traffic of 11,000 vehicles. This traffic moves at high speed, and thus is created the hazardous entrance or crossing of the highway from either direction on the side roads.

There are several other key intersections between Milwaukie and Oregon City which unquestionably will require signalization in the not too distant future. We are now studying all intersections between Milwaukie and Oregon City, so that we may arrive at a proper solution for ultimate traffic control.

At the three intersections mentioned above, the percentage of traffic entering from the side roads is less than 10% of the traffic on the main highway. Therefore, it would appear desirable to install semi-actuated signals, instead of fixed signals, as there may be long intervals during the day when there will be little or no traffic entering from the side roads. The installation of a semi-actuated signal would permit a green light on the main highway at all times, except when vehicles approaching from the side roads actuate the traffic signals.

* I recommend to you that we install, as soon as materials can be obtained, semi-actuated signals at the intersections of Concord Road, Oak Avenue, and Courtney Road with the Pacific Highway East. Any signals now installed can ultimately be tied into a synchronized or progressive signal plan.

This matter will be on the agenda for your consideration at the next meeting, and, if approved, the cost of the signals, estimated at $12,000, will be financed from 1949 minor betterment reserve funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams

C
O
P
Y

Oregon State Highway Commission
Salem, Oregon

Att: Mr. R. H. Baldock

Gentlemen:

The residents of the Oak Grove and Concord Districts in Clackamas County wish to call the Highway Commission's attention to the hazards existing at the intersection of the Super Highway, (99E), and Concord Road and request the installation of proper vehicular signal controls. At the present time there is an overhead signal with a flashing amber signal to motorists driving along Highway 99 indicating caution and directing them to slow down. Such signal is constantly ignored and is grossly inadequate to protect pedestrians attempting to cross said highway and motorists attempting to cross said highway or to turn into said highway from Concord Road or into Concord Road from said highway.

Concord School is two blocks East of this intersection and this highway intersection is the one principally used by school children living West of the highway who attend the Concord School. It has become extremely dangerous for said children to cross said highway. Although there is a marked cross walk the motorists fail to slow down to permit the children to cross. This may not be true of all motorists but it is of a sufficient number so as to cause great anxiety to the parents of these children. There have been some narrow escapes and recently an accident, which fortunately was not serious but could very well have been so.

It is also extremely difficult for all persons to cross said highway to board buses or after alighting from buses. Furthermore, it is difficult for a motorist to enter the Super Highway from Concord Road either to make a left turn or a right turn and likewise it is extremely difficult and hazardous for motorists to make left turns from said highway into Concord Road.

In view of the existing hazardous traffic conditions the residents of the Oak Grove and Concord Districts are petitioning the Highway Commission to install automatic traffic control signals which require motorists proceeding on the highway to stop at said intersection when the signal so indicates. The type of signal recommended to be installed is that kind that is operating on the highway at Kellogg Park intersection and also at the Milwaukie, Oregon intersection. Such signal provides for a manual control by a pedestrian. The petitions accompanying this letter have all been signed by residents who find it necessary to cross said highway intersection frequently or who have children attending Concord School. We urge your immediate attention and consideration of this matter.

Respectfully yours,

RESIDENTS OF OAK GROVE
AND CONCORD DISTRICTS

We the undersigned residing in the Oak Grove and Concord Districts of Clackamas County respectfully petition the Oregon State Highway Commission to install automatic traffic control signals which will require motorists proceeding on the Super Highway to stop at the intersection of said highway with Concord Road when the signal so indicates. We further petition the Commission to install the type signal that is now used at the Kellogg Park intersection and the Milwaukie, Oregon intersection.

(signed by 178 residents)

CONCORD PUBLIC SCHOOL
SCHOOL DISTRICT NO. 28 OF CLACKAMAS COUNTY
RAY F. BUYERS, Principal
ROUTE 4 - BOX 1007
MILWAUKIE, OREGON

February 10, 1949

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Dear Mr. Baldock,

I am writing in regard the petition to have a traffic control placed at the junction of Concord Road and the state highway.

We would welcome this here at the school as we have many children and parents who must cross the highway at that point. We operate a school bus which will take care of some but not all of the students.

Not long back we had a private car hit our school bus as it was crossing. Fortunately no one was injured. The other day a group of children were crossing, pushing their bicycles, and a car just grazed one of them. True there are signs posted telling of school crossing but not all motorists will heed those signs.

Our community here is growing fast and the feeder roads are becoming much more heavily used. We would like very much to have a safe lane for our youngsters who are coming to school.

There no doubt are many request from many places for just this sort of protection. Any consideration you may give to our request will be very greatly appreciated.

Very truly yours,

Ray F. Buyers

Ray F. Buyers
Principal
Concord Public School

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STATE HIGHWAY COMMISSION

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FOR FILING

R. M. Baldock

February 10, 1949

NOTED

Mr. T.H. Banfield, Chairman
Oregon State Highway Commission
c/o Iron Fireman Manufacturing Co.
4784 S.E. 17th
Portland, Oregon

Dear Mr. Banfield:

On December 22nd, 1948 a petition bearing the signatures of 178 property owners having children who attend the Concord Public School in Clackamas County was addressed and mailed to the attention of Mr. R. H. Baldock of the State Highway Commission, petitioning for the installation of proper safety devices at the junction of Super Highway 99E and Concord Road in Clackamas County.

On December 27th we received a short memorandum over the signature of Mr. L.H. Warfield, Staff Engineer advising that said petition would be set aside for investigation and recommedation on the traffic hazard existing at U.S. 99E at Concord Road.

It might be in order for us to mention that Concord Public School is located approximately 1½ blocks east of Super Highway 99E on Concord Road and that there are many tax payers who have children attending Concord School and who live west of the Super Highway and these children must use this dangerous crossing twice daily.

It is also in order to point out that there are many residents of the Concord district who find it necessary to use the various bus services now operating between Oregon City and Portland and that Concord Road happens to be a bus stop and it is necessary for those people riding on buses to cross the Super Highway on foot.

It is the unanimous opinion of the residents of the Concord district that the safety precautions now in existence at this crossing are grossly inadequate. The caution light that is suspended above the Super Highway is ignored by all drivers and is valueless inasfar as protection for the pedestrian is concerned.

The writer personally counted, in 10 minutes time, 57 vehicles driving both north and south through this intersection at speeds judged to be in excess of 45 miles per hour and ranging up to 50 and 60 miles per hour

Since the aforementioned petition was submitted to the commission on December 22nd, the Concord School bus which was proceeding across said Super Highway 99E was involved in a collision with a vehicle driving down U.S. 99E, that might well have been catastrophic. At the time the school bus was struck, by the driver who failed to heed both the flashing red light and the safety lane there were in excess of 40 youngsters in the bus, many of whom were thrown to the floor and bounced against the insides of the bus.

The writer respectfully points out that any pedestrian traffic check taken during inclement weather would not be accurate. At great inconvenience to the residents of the area we are transporting our youngsters to school in private vehicles rather than to permit them to face the now existing hazard.

The type of installation requested is one similiar to those now in operation at Kellogg Park and U.S. 99E namely a manually controlled signal light.

We sincerely hope Mr. Banfield, that it will be possible for you to give favorable consideration to our plea.

Kind regards,

RESIDENTS OF CONCORD DISTRICT
Box #7
Oak Grove, Ore.

Wm G Sinclair

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FEB 14 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

February 10, 1949

NOTED
C. WILLIAMS

Mr. R.H. Baldock,
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Dear Mr. Baldock:

On December 22nd, 1948 a petition requesting the installation of a manually controlled signal system similiar to that now in use at Kellogg Park and U.S. 99E to be installed at the junction of U.S. 99E and Concord Road.

Said petition bore the signatures of 178 property owners having children who attend Concord School and who are residents living on the west side of U.S. 99E and who must cross U.S. 99E in order to reach school.

On December 27th we received a reply over the signature of Mr. L.H. Warfield, Staff Engineer advising us that our petition had been set aside for investigation and recommendation.

We respectfully call your attention to an accident that could easily have proven fatal to several youngsters that occured subsequent to the filing of said petition.

In the month of January the Concord School bus, loaded down with approximately 40 pupils, was proceeding across U.S. 99E at Concord Road. The bus driver obeyed all safe driving regulations and yet this loaded vehicle was struck by a private car who failed to observe the precautionary devices now present. This accident fortunately did not result in any fatality, however, the bus was struck with sufficient force to throw many of the youngsters into the aisles and on to the floor and some were bumped against the insides of the bus. This is the second instance in which school children have been involved in traffic mishaps at this intersection since the petition was filed.

We respectfully point out that any traffic check taken since the filing of the petition would not prove a true picture as to the number of pedestrians using said crossing, the reason being that the school bus is now making extra trips across the highway and many of the residents are taking automobile loads of youngsters across the road rather than to permit them to face the now existing hazards.

We earnestly request that you give this petition your immediate personal consideration.

Yours very truly,

RESIDENTS OF CONCORD DISTRICT
Box #7
Oak Grove, Ore.

Wm L Sinclair

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 28, 1949

SUBJECT: Assignment 983-Request for Traffic Control-Concord Road & US99E

To: W. C. Williams

We are returning herewith your original file on the above assignment number which whould have been attached to our previous letter wherein we submitted data with regard to traffic signal investigation, etc.

J. Al Head
Assistant Traffic Engineer

JAH:LJ
Enclosure

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PROPOSED SIGNAL INSTALLATION

OAK GROVE TO JENNINGS LODGE ON US 99E

US 99E - HWY. NO. 1E - M.P. 7.33 TO M.P. 9.78

● Intersection recommended for Signalization

FORM E-20 15M 10-48 20607

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 25, 1949
Salem, Oregon

SUBJECT: Request for Traffic Signal, US99E, at Concord Road, US99E, Hwy. No. 1E, M.P. 8.40

To: W. C. Williams

Attached is a report on the above subject which recommends not only the installation of a traffic signal at Concord Road but at four other intersections along McLoughlin Blvd. between Courtney Road and Jennings Avenue.

I would hesitate to recommend the signalization of an isolated intersection on a high-speed highway such as the one in question. I believe that we should stay with our previous thoughts as to a progressive signal system throughout the section from Ross Island Bridge to the south limits of Oregon City. However, as is mentioned in the report, this would involve considerable expense which we are not equipped to execute either financially or from the standpoint of manpower at this time. In order to implement this over-all progressive system we are recommending that signals at the five intersections as outlined in the report, they being the most critical, be installed and that we further develop a program of installation of signals for the entire section. Such a program would probably extend over a three-year period.

With regard to the over-all program, you will note in our report that the State Highway Commission's share of the total cost would be some $55,000. The remaining $20,000. would be shared by the cities of Portland, Milwaukie, Gladstone and Oregon City. As to the exact distribution of this cost, we have not endeavored to set it forth herewith but if you desire a complete report on the entire project we would so evaluate cost and how it impinges.

I am returning herewith your file and the petitions, along with copies of the letter of transmittal.

F. B. Crandall
Traffic Engineer

JAH/mah
Enclosures

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
January, 1949

INVESTIGATION OF NEED FOR TRAFFIC SIGNALS McLOUGHLIN BLVD. (US99E) ROSS ISLAND TO OREGON CITY

Recommendation:

There is a need for a progressive signal system on McLoughlin Blvd. (US99E) throughout the section from the Ross Island Bridge in Portland to Canemah in Oregon City. The system would include 29 intersections and is estimated to cost $75,000.00.

It is realized that because of financial and other considerations the entire system cannot be installed at this time. For this reason it is proposed that the initial installation comprise the following intersections:

1. Courtney Road
2. Oak Avenue
3. Concord Road
4. Roethe Road
5. Jennings Avenue

This partial system is estimated to cost $17,000.00.

Historical Background:

During the past three years there have been numerous requests for traffic signals at various major intersections on this section of US99E. Past practice has been to deny such requests pending the installation of a progressive signal system throughout the section. This investigation and report is an outgrowth of a petition with 178 signatures requesting the installation of a traffic signal at the Concord Road intersection.

Investigation:

At the time that McLoughlin Blvd. was first constructed the rural portions were almost devoid of culture and traffic flowed freely and without hazard. Subsequent to that time the highway frontage has been almost completely built up with roadside business establishments. There are a large number of intersecting roads which serve surburban residential areas. There are also a number of school crossings.

In order to provide adequate control of traffic and progressive movement through the section it would be necessary to install signals at 29 intersections. The installation is estimated to cost $75,000.00. The State share of the cost would be $55,000.00.

It is realized that because of financial considerations and because of the lack of manpower to prepare plans and specifications the installation of signals at all 29 intersections at one time is not feasible. For those reasons it is proposed that the installation be made in several segments. The remainder of this report will be devoted to the section between Courtney Road and Jennings Lodge. It is believed that with the exception of the section within Portland this is the most critical section.

During 1948 there was compiled a priority listing of 15 rural intersections which because of their accident records and traffic volumes were deemed to warrant signalisation. The Oak Avenue, Courtney Road and Jennings Avenue intersections occupied positions 4, 5 and 6, respectively, on that listing. It is around these intersections, then, that a signal system on that section of US99E should be built.

Below is a tabulation portraying the 1947 accident records of all intersections in the Courtney Road - Jennings Lodge section which had a reported accident during that year:

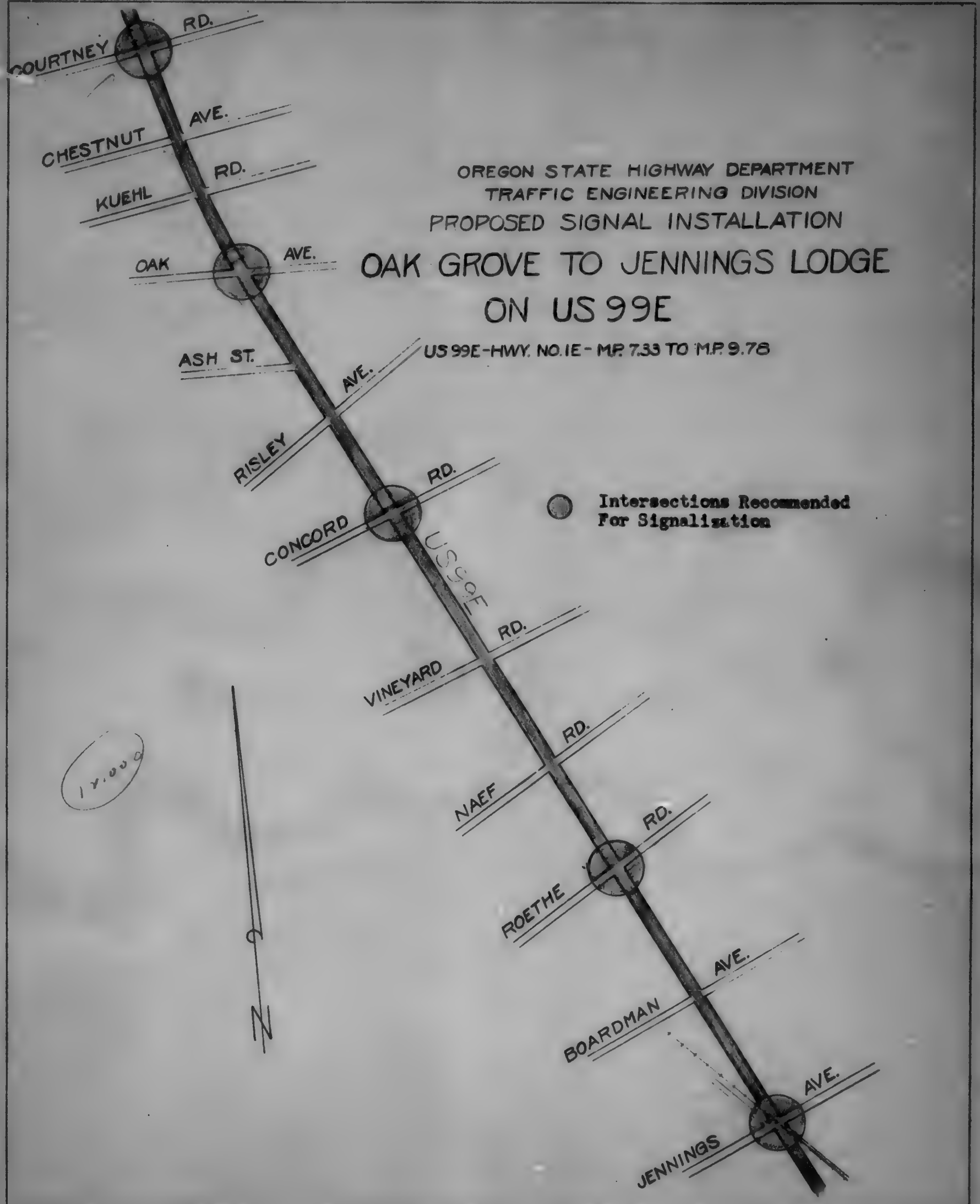
Intersection	Accidents	Killed	Injured
Courtney Road	15	0	11
Chestnut Avenue	1	0	1
Maple Avenue	1	0	2
Oak Avenue	11	0	2
Margarite Avenue	1	0	1
Concord Road	7	0	4
Vinyard Road	2	0	1
Naef Road	2	0	1
Roethe Road	1	0	0
Boardman	2	0	0
Jennings Avenue	2	0	0

None of these intersections have more than 10% of all traffic entering from the side street. The Oak Avenue and Courtney Road intersections had sufficient preventable accidents to warrant signalization. However, the main warrant for signalization on this section of highway is that of controlling traffic movement and facilitating the cross-street movement of vehicles and pedestrians in face of the 1948 A.D.T. of 11,000 on US99E.

It is believed that a progressive signal system comprised of the following intersections will provide the maximum benefit:

1. Courtney Road
2. Oak Avenue
3. Concord Road
4. Roethe Road
5. Jennings Avenue

The installation is estimated to cost $17,000.00. A progressive speed on the order of 45 miles per hour will be possible.


COURTNEY RD.
CHESTNUT AVE.
KUEHL RD.
OAK AVE.
ASH ST.
AVE.
RISLEY
RD.
CONCORD
US99E
RD.
VINEYARD
RD.
NAEF
RD.
ROETHE
AVE.
BOARDMAN
AVE.
JENNINGS
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PROPOSED SIGNAL INSTALLATION
OAK GROVE TO JENNINGS LODGE
ON US 99E
US 99E-HWY. NO. 1E - M.P. 7.33 TO M.P. 9.78
Intersections Recommended For Signalization
1" = 1,000'
N

January 21, 1949

Mrs. E. Daniel Calkin, President
Concord Parent-Teacher Association
Route 9, Box 820
Milwaukie 2, Oregon

Dear Mrs. Calkin:

An investigation is now being made by our Traffic Engineering Department of the request in your letter of January 13 that additional protective devices be provided for pedestrians at the crossing of U899E and Concord Road and we will communicate with you again upon receipt of the report.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: Governor McKay

Governor McKay:
Will send you a copy of the report when it is received.

DOUGLAS McKAY
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

January 14, 1949

Mrs. E. Daniel Calkin, President
Concord Parent Teacher Association
Route 9, Box 820
Milwaukie 2, Oregon

Dear Mrs. Calkin:

I shall be very glad to talk with Mr. Baldock about the subject matter of your letter of January 13th with enclosed copy of your letter to Mr. Baldock.

COPY

If I can be of assistance in any manner in providing greater protection for those who use the intersectional crossing at Concord, I shall be glad to be helpful.

Sincerely yours,

DM:C
cc - Mr. R. H. Baldock

Governor

Mr. Baldock:

Please send the Governor a report on the matter referred to in attached letter so that he may reply further if he desires, to Mrs. Calkin.

Alene Phillips

Route 9, Box 820
Milwaukie 2, Oregon
January 13, 1949

Governor Douglas McKay
Salem, Oregon

Dear Governor McKay:

Enclosed is a copy of a letter that the Concord Parent-Teacher Association is sending Mr. Baldock of the Oregon State Highway Commission. We are all anxious that additional protective pedestrian devices be set up at the intersection of Superhighway 99E and Concord Road.

We respectfully urge your cooperation and will greatly appreciate your help in this matter so important to us parents. Thank you.

Very truly yours,
Josephine Peck Calkin
(Mrs. E. Daniel Calkin)
President, Concord
Parent-Teacher Association

RECEIVED
JAN 19
OREGON
STATE HIGHWAY COMMISSION

Route 9, Box 820
Milwaukie 2, Oregon
January 13, 1949

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The Concord School bus carrying forty-five children was struck by a private car January 10 while crossing Superhighway 99E at Concord Road. Fortunately there were only minor injuries to some of the children but it could easily have been much worse. Fearing a fatal accident at this dangerous intersection where so many collisions have occurred, the Concord Parent-Teacher Association directs me to write you asking consideration of our petition for additional protective pedestrian devices at this crossing of Superhighway 99E and Concord Road.

This petition signed by one hundred seventy-eight taxpayers and accompanied by explanatory letters was mailed to you on December 22, 1948.

We are all anxious that some favorable action be taken and earnestly urge your utmost assistance in this matter so vitally important to the welfare of our children.

Very truly yours,

Katherine Ica Calkin

(Mrs. E. Daniel Calkin)
President, Concord Parent-
Teacher Association

ASSIGNMENT No. 983

DESCRIPTION: Letter of 1-13-49 by Mrs. Josephine Poole Carlin requesting protective pedestrian devices at intersection of 99E and Concord Road.

DATE: 1-17-49 ASSIGNED TO: CRANDALL

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date_____

☒ You now have this under investigation. See letter from Warfield dated December 24, 1948. WCW

REPORT RECEIVED: 1-28-49

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Route 9, Box 820
Milwaukie 2, Oregon
January 13, 1949

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The Concord School bus carrying forty-five children was struck by a private car January 10 while crossing Superhighway 99E at Concord Road. Fortunately there were only minor injuries to some of the children but it could easily have been much worse. Fearing a fatal accident at this dangerous intersection where so many collisions have occurred, the Concord Parent-Teacher Association directs me to write you asking consideration of our petition for additional protective pedestrian devices at this crossing of Superhighway 99E and Concord Road.

This petition signed by one hundred seventy-eight taxpayers and accompanied by explanatory letters was mailed to you on December 22, 1948.

We are all anxious that some favorable action be taken and earnestly urge your utmost assistance in this matter so vitally important to the welfare of our children.

Very truly yours,

Dorrine Beck Calkin

(Mrs. E. Daniel Calkin)
President, Concord Parent-
Teacher Association

NOTED
W. C. WILLIAMS

RECEIVED
JAN 17
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 27 1948
FOR FILING
3-160/1
3226-

December 24, 1948

Residents of Concord District
Box 7
Oak Grove, Oregon

Gentlemen:

We are referring your letter and petition to our Traffic Engineer for investigation and recommendation on the traffic hazard on US99E at Concord road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/ed

cc: W. C. Williams
F. B. Crandall

December 22, 1948

Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. Baldock

Dear Mr. Baldock:

Enclosed herewith are three copies of a petition to your good self requesting that additional pedestrian protective devices be installed on Super Highway "99-E" and Concord Road.

178 property owners who have children attending the Concord School have signed the three petitions. The petition is an outgrowth of a meeting held by residents of the Concord district for the purpose of discussing the traffic hazards present at the junction of Super Highway "99-E" and Concord Road, with principal emphasis on the welfare of the children using said crossing.

Conditions are so bad that the residents are now transporting their children to school in private automobiles, rather than to permit their youngsters to face the hazard nowexisting. We will be most appreciative of any cooperation you can give us.

Please address any correspondence to RESIDENTS OF CONCORD DISTRICT, Box 7, Oak Grove, Oregon.

Respectfully yours,

Wm G Sinclair

RESIDENTS OF CONCORD DISTRICT
Wm. G. Sinclair

RECEIVED
DEC 27 1948
FOR FILING
COMMISSIONER

T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

3-1601

3225

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 24, 1948

IN REPLY PLEASE
REFER TO FILE

Residents of Concord District
Box 7
Oak Grove, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

We are referring your letter and petition to our Traffic Engineer for investigation and recommendation on the traffic hazard on US99E at Concord road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd

cc: W. C. Williams
F. B. Cramiall

December 22, 1948

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Baldock

Dear Mr. Baldock:

Enclosed herewith are three copies of a petition to your good self requesting that additional pedestrian protective devices by installed on Super Highway "99-E" and Concord Road.

173 property owners who have children attending the Concord School have signed the three petitions. The petition is an outgrowth of a meeting held by residents of the Concord district for the purpose of discussing the traffic hazards present at the junction of Super Highway "99-E" and Concord Road, with principal emphasis on the welfare of the children using said crossing.

Conditions are so bad that the residents are now transporting their children to school in private automobiles, rather than to permit their youngsters to face the hazard now existing. We will be most appreciative of any cooperation you can give us.

Please address any correspondence to RESIDENTS OF CONCORD DISTRICT, Box 7, Oak Grove, Oregon.

Respectfully yours,

/s/ Wm. G. Sinclair

RESIDENTS OF CONCORD DIST ICT

Wm. G. Sinclair

c o p y

c o p y

Original Petitions
Filed
Adm
Petitions
Clackamas Co
'48

C
C
P
Y

Oregon State Highway Commission
Salem, Oregon

Att: Mr. R. H. Baldock

Gentlemen:

The residents of the Oak Grove and Concord Districts in Clackamas County wish to call the Highway Commission's attention to the hazards existing at the intersection of the Super Highway, (99E), and Concord Road and request the installation of proper vehicular signal controls. At the present time there is an overhead signal with a flashing amber signal to motorists driving along Highway 99 indicating caution and directing them to slow down. Such signal is constantly ignored and is grossly inadequate to protect pedestrians attempting to cross said highway and motorists attempting to cross said highway or to turn into said highway from Concord Road or into Concord Road from said highway.

Concord School is two blocks East of this intersection and this highway intersection is the one principally used by school children living West of the highway who attend the Concord School. It has become extremely dangerous for said children to cross said highway. Although there is a marked cross walk the motorists fail to slow down to permit the children to cross. This may not be true of all motorists but it is of a sufficient number so as to cause great anxiety to the parents of these children. There have been some narrow escapes and recently an accident, which fortunately was not serious but could very well have been so.

It is also extremely difficult for all persons to cross said highway to board buses or after alighting from buses. Furthermore, it is difficult for a motorist to enter the Super Highway from Concord Road either to make a left turn or a right turn and likewise it is extremely difficult and hazardous for motorists to make left turns from said highway into Concord Road.

In view of the existing hazardous traffic conditions the residents of the Oak Grove and Concord Districts are petitioning the Highway Commission to install automatic traffic control signals which require motorists proceeding on the highway to stop at said intersection when the signal so indicates. The type of signal recommended to be installed is that kind that is operating on the highway at Kellogg Park intersection and also at the Milwaukie, Oregon intersection. Such signal provides for a manual control by a pedestrian. The petitions accompanying this letter have all been signed by residents who find it necessary to cross said highway intersection frequently or who have children attending Concord School. We urge your immediate attention and consideration of this matter.

Respectfully yours,

RESIDENTS OF OAK GROVE
AND CONCORD DISTRICTS

We the undersigned residing in the Oak Grove and Concord Districts of Clackamas County respectfully petition the Oregon State Highway Commission to install automatic traffic control signals which will require motorists proceeding on the Super Highway to stop at the intersection of said highway with Concord Road when the signal so indicates. We further petition the Commission to install the type signal that is now used at the Kellogg Park intersection and the Milwaukie, Oregon intersection.

(signed by 178 residents)

10-1601 Roseburg Traffic Signals 1949

P5220

RECEIVED
JUN 8 1950
FOR FILING

10-1601
3226

June 7, 1950

Trowbridge & Flynn Electric Co.
214 West Main St.
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 26, 1950, had under discussion your request for an extension of time of 25 days, from March 31 to April 25, 1950, within which to complete your contract No. 3226 for constructing traffic signals in Roseburg, Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc: K. D. Lytle,
Division Engineer

Raymon Asbury,
Resident Engineer

W. A. Reeves

NOTED ON CARD
6-7-50 JG

RECEIVED
JUN 2 1950
FOR FILING

Files

10-1601

OREGON STATE HIGHWAY COMMISSION

May 24, 1950
(Date)

3826 (Contract No.) 3-final (Est. No.) Trowbridge & Flynn Elec. Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
7689	374952	409.50	5/23/50

~~Date:~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of Completion:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUN 1 1950

NOTED ON CARD
6-1-50 gl

OREGON STATE HIGHWAY COMMISSION

May 24, 1950
(Date)

3226 (Contract No.)	3-final (Est. No.)	Trowbridge & Flynn Elec. Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
7689	374952	409.50	5/23/50

~~32854~~

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of Completion: March 31,1950 ACCOUNTING DIVISION

Completed: April 25, 1950
Contract Accepted: May 26, 1950

Time Extensions: Extended to April , 1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 5-31-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 16 1950
FOR FILING

10-1601

3226

May 9, 1950

Request for extension of time
No. 2
May 25 and 26 meeting

State Highway Commission

Gentlemen:

Re: Roseburg Traffic Signals
Contract No. 3226
Trowbridge & Flynn Electric
Company, Contractor

Herewith copy of the contractor's request for an extension of time in the amount of 25 days, from March 31 to and including April 25, 1950, for the completion of the work on the Roseburg Traffic Signals.

We found it necessary to reject certain parts of the material sent the contractor for installation on this project, which delayed the completion of the job. The delay of completion has occasioned no additional engineering cost, and it is recommended the extension be granted without penalty to the contractor.

This is a State Project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
MAY 3 - 1950
FOR FILING

10-16-1

3226

May 3, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3226, covering installation of traffic signals at Roseburg, Douglas County, has been completed by the contractor, Trowbridge & Flynn Electric Co., and that final payment in the amount of $409.50 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $4,115.00, and that no force account work was performed on the project. This contract was completed April 25, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Medford Investment Co.

NOTED ON CARD
5-3-50 JC

RECEIVED
OCT 11 1949
FOR FILING

10-1601

3226

October 10, 1949

Trowbridge & Flynn Electric Co.
214 West Main St.
Medford, Oregon

Gentlemen:

We enclose herewith, for your records and files two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3215, covering Medford Traffic Signals in Jackson County, awarded September 19, 1949.

Contract No. 3226, covering Roseburg Traffic Signals in Douglas County, awarded September 20, 1949.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 10-10-49 E

RECEIVED
SEP 23 1949
FOR FILING

10-1601

3226

September 23, 1949

Trowbridge & Flynn Electric Company
214 W. Main Street,
Medford, Oregon

Gentlemen:

The State Highway Commission on September 20, 1949, awarded you the contract for the Roseburg traffic signals. This award was based on your low bid of $3,900.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
O. S. Pearson

RECEIVED
SEP 30 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

10 - 16.1

3226

To:

Salem, Oregon
September 21, 1949

SUBJECT: Request for Additional Island Installation - Garden Valley Road - US99 - North of Roseburg

Mr. F. A. Reeves

NOTED
W. C. WILLIAMS

In accord with recent correspondance and conversations had with you, it is estimated that the cost of installing an additional traffic island in the northwest quadrant of the intersection of Garden Valley Road with US99, north of Roseburg, would be $94.

Attached is a tabulation showing the unit cost and quantities needed to construct the island and this is forwarded to you in the event that you need this information to negotiate a price agreement with the contractor.

As regards correcting the plans so that exact placement of this island can be shown to the contractor, a representative of this office will, at your convenience, contact the Resident Engineer and the contractor to explain to them the placement and construction of this island.

F. B. Crandall
Traffic Engineer

JAH/mah

Attachment

cc - W.C. Williams

RECEIVED
SEP 14
FOR FILING

10-1601
3226

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1949

SUBJECT: Traffic Signal Installation - US99 - Garden Valley Road, North of Roseburg

To: Mr. G. S. Paxson

Attention: Mr. W. A. Reeves

NOTED
W. C. WILLIAMS

Since preparation of plans and submission of these plans for contract, we have discovered that certain improvements have been made in the northwest quadrant of the intersection of Garden Valley Road with the Pacific Highway, to wit: Continuous access for the service station has been black-topped, which now makes it necessary that we install a small island to protect our pole. It is estimated that the cost of this island will be approximately $94.

At such time as the contract has been let we will then have to arrange for price agreement with the contractor. I think this is the simplest way of handling the matter at this late date. The cost of this island should be added to our original estimate of cost.

J. Al. Head
Assistant Traffic Engineer

JAH/mah

cc - W. C. Williams
Val Johnson

RECEIVED
AUG 30 1949
FOR FILING

10-1601
3226

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1949

To: Mr. G. S. Paxson

Attention: W. A. Reeves

SUBJECT: Request for Contract Letting - Traffic Signal Installation - Pacific Highway (US99) and Garden Valley Road, North of Roseburg

NOTED
W. C. WILLIAMS

Attached hereto are three drawings, Nos. TED-1433, 1480, and 1434, two recapitulations of Estimate of Cost which is some $4,350, and two sets of special provisions to be incorporated in the specifications. It would be appreciated that, if at all possible, you process these plans and specifications and have them ready for contract letting at the September 18-19 Commission meeting.

There is no agreement between any parties involved in this particular installation in that it is 100% State monies involved.

F. B. Crandall
Traffic Engineer

JAH/mah

cc - W. C. Williams
John W. Cattrall
Val Johnson

Attachments

RECEIVED
JUL 6 1949
FOR FILING

10-7601

3226

July 5, 1949

Mr. Henry Collins
Route 2, Box 217
Roseburg, Oregon

Dear Mrs. Collins:

This is to acknowledge receipt of and to thank you for the letter, signed by yourself and other residents of the Riverdale and Garden Valley districts along the Pacific Highway, U.S. 99 North of Roseburg, in which appreciation is expressed for the action of the State Highway Commission in authorizing the installation of a traffic light at the intersection of this Highway and the Garden Valley Road.

Members of the State Highway Commission will be pleased to receive this expression of gratitude, which was very thoughtful of you to submit.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

WDeVe

cc - Commissioners
R. H. Baldock
H. C. Williams

Roseburg, Oregon

June 30, 1949

COPIES TO COMMISSIONERS
P. H. Baldock
H. C. Williams

ACKNOWLEDGED
H. B. GLAISYER

State Highway Commission,

Salem, Oregon

Dear Sirs:

We, the undersigned residents of the Riversdale and Garden Valley districts, wish to thank you for your decision to install a traffic light at the intersection of Garden Valley Road and Highway 99.

Mr + Mrs A. C. Austin Rt 2 Box 220.
(Veterans Administration Employee)
Happy Hour Club. Mrs H. E. Ott Sec.
Clara M. Ross, Clerk S. D. No. 43
Garden Valley Homemakers Club
J R Osterhout Country Club
D B Kesner Country Club
Anna Trozelle, Secy Riversdale Grange
Alice Ross, Clerk S. D. #123
E. L. Cloake Rt. 2 Farmer

and on behalf of all other residents in this district I want to thank you personally for promptness and hope that you keep up the good work by erecting a temporary 3 lane on the highway from intersection to City limits to Roseburg, so that the cars can pass the logging trucks when they are crawling up the hill.

Thanking You in advance, beg to remain respectfully Yours

→ Henry Celker Rt 2 Box 217 Roseburg Ore

RECEIVED
JUL 2.
FOR FILING

3226

7-5-49
Roseburg

Salem, Oregon
June 30, 1949

Mr. F. B. Crandall

The following action was taken by the Highway Commission at its last meeting, in so far as the Traffic Engineer's Department is concerned:

1. Approved construction of a sidewalk in the vicinity of Lincoln School on 99E south of Corvallis, at an estimated cost of $2,600.

2. Approved widening of the Coast Highway at its intersection with Reeds End Road north of Ocean Lake, at an estimated cost of $3,000.

3. Approved the request of the Medford City Council for signal installation at intersections of:

1. Jackson Boulevard and Central Avenue (US99).
2. Jackson Boulevard and Riverside (US99).

The estimated cost of this installation is $6,000, of which amount the city is to pay 50% and maintain and furnish electrical energy after the installation.

4. Approved installation of a flashing beacon in Elgin at the intersection of the Wallowa Lake Highway and the Weston-Elgin Secondary Highway, at an estimated cost of $300, the state to pay the cost of installation but the city to furnish electrical energy.

5. Denied a request of the Superintendent of Schools, Ashland, for a signal light at Bellview School.

6. Approved installation of a traffic signal at the intersection of Main Street with the Pacific Highway in Cottage Grove at an estimated cost of $3,300, the cost to be shared equally by the state and city, but the city to maintain and furnish electrical energy.

Denied a request for signal installation at the intersection of 6th Street with the Pacific Highway in Cottage Grove.

7. Approved installation of a flashing beacon at the intersection of US30 with the entrance road to the Umatilla Ordnance Depot. The estimated cost is $300, all to be borne by the state.

8. Approved installation of traffic signal with luminaire units at the intersection of the Tualatin Valley Highway with Multnomah Club Road at West Slope, the estimated cost of which is $6,500—state to carry all.

9. Denied installation of stop and go lights at the intersection of South 6th and Gettle Streets in southeast Klamath Falls. This is in the vicinity of the fire station.

The Commission approved that parallel parking only be permitted between Mile Points 1.61 and 3.52.

The Commission concurred in prohibition of all parking on the south side of 6th Street for a distance of 30 feet, both easterly and westerly from the property lines of Gettle Street.

10. Approved traffic control light survey of the downtown business district of Astoria, estimated to cost $2,000, providing the city will pay 50% of the cost of such survey. This request came from the City Council of Astoria and the Astoria Central Labor Council. You will please contact the City of Astoria and determine if they are willing to pay half the costs.

11. Approved painting of two pedestrian lanes across Swift Secondary Highway in the vicinity of the Swift & Company's Plant and the livestock pavilion and erection of advance signs reading "Crosswalk Ahead - Stop if Occupied."

12. Approved installation of traffic signal with luminaire unit at the intersection of Garden Road with the Pacific Highway north of Roseburg, at an estimated cost of $5,300, All to be carried by the state.

13. Approved expenditure of $6,600 for the purchase of 10 automatic traffic counters.

14. Authorized J. Al Head to attend Conference of the Western Section of the Institute of Traffic Engineers in Seattle July 13 to 15, at an estimated cost of $45.

15. Adopted resolution designating "no parking" area on the north side of Edgewater Street, West Salem, between the Willamette River Bridge and Clark Street.

16. Authorized the Traffic Engineer to make a survey to determine need, if any, of traffic signals at the intersection of N. E. 82nd Avenue with Prescott Street in northeast Portland.

WCW:me

W. C. Williams

RECEIVED
AUG 1 1949
FOR FILING

AGENDA
JUN 27 1949
H-V

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 8, 1949

Oregon State Highway Commission

Roseburg

Gentlemen:

Numerous letters have been received citing allegedly hazardous traffic conditions on US99 north of Roseburg, with suggested corrective treatment ranging through traffic signals, intersectional treatment, widening, and speed zoning.

During the past three years this section of highway has developed from a rural to a completely built up urban section with a large number of roadside business establishments such as cabin courts, cafes, service stations, et cetera. There are two sharp curves and one vertical curve in this alignment which restrict sight distances. The 1948 All Vehicle Average Daily Traffic on this section was 7,550 vehicles.

During the three-year period from 1946 to 1948, inclusive, there were 49 accidents in this section. Two persons were killed and 23 injured. The accident rate has increased steadily with eleven accidents in 1946, fourteen in 1947 and 24 in 1948. The accident rate for this section for the three-year period was 13.8 accidents per mile per year, or 5.9 per million vehicle miles. During 1948 the accident rates were nearly double the average for the three-year period.

The proper treatment along this section lies in construction of a four-lane, curb and sidewalk section and such treatment should be considered in future programming. It is realized that such a project is costly and cannot be consummated immediately, in lieu of which it is recommended that the 35-mile-per-hour speed zone established in 1946 be extended northerly from its present terminus at M.P. 197.68 to M.P. 196.60 (Newton Creek Road).

With further reference to the same section, periodic requests have been received from various organizations in Douglas County, requesting traffic signals at the intersection of Garden Valley Road with US99, immediately north of Roseburg. In September of 1947, a request was received from the Douglas County Court and the Roseburg Chamber of Commerce. The request was denied. In October, 1948, requests for traffic signals were

RECEIVED

received from the Douglas County Safety Council. The requests were denied. The Secretary now has another request, carrying 117 signatures.

The Traffic Engineer has made another investigation of this intersection, and the following data have been obtained. The intersection carries an average traffic of 9,900 vehicles per 16-hour period. Of this amount of traffic, 75% is on the main highway and 25% enters from the side street, or Garden Valley Road, and, of course, a large percentage of this traffic must make a left turn. During the three-year period of 1946 to 1948, inclusive, there were 15 accidents at this intersection, with seven personal injuries. There is a school crossing at the intersection, which is quite hazardous by reason of the heavy and complex traffic movements at the intersection.

Based on the above data, signalization of the intersection is warranted, and, in order to reduce potential hazards, it would be desirable to install floodlighting, as well as traffic signals. The cost of traffic-signal installation and lighting is $5,300, and I recommend that such be installed. If you approve, funds for the work will be taken from the 1949 reserve for capital outlays.

These matters will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

FORM E-20 30M 1-49 20088

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1949

To: Mr. W. C. Williams

SUBJECT: Speed Zone Investigation, Pacific Highway, North of Roseburg - US99, Highway No. 1 - M.P. 196.60 to M.P. 197.68

Attached is copy of a letter which we received from Mr. K. D. Lytle and a copy of our report which is a result of his request.

As a result of our investigation we are recommending that the existing 35 m.p.h. speed zone on US99 north of Roseburg be extended from M.P. 197.68 to the Newton Creek Road at M.P. 196.60. To this end I have prepared a suggested draft of a letter to the State Highway Commission.

Your attention is also directed to a recent assignment wherein we pointed to the fact that ultimately this section should be a four-lane, curb and sidewalk section. I think that the facts as presented in this report substantiate this thought. I mention it more as a matter of general interest than as a recommendation growing out of the present report.

F. B. Crandall
Traffic Engineer

FBC/mah

Attachment

cc - K. D. Lytle

NOA on Agenda
5/16/49

NOA

May 23, 1949

Mr. John D. Todd, President
Roseburg Chamber of Commerce
Lock Box 191
Roseburg, Oregon

Dear Mr. Todd:

This note is simply to acknowledge receipt of your letter of May 16, 1949, directed to the Oregon State Highway Commission, c/o Douglas County Court, Imperial Hotel, Portland, in which you suggest three projects for consideration by the State Highway Commission in the formulation of its two year construction program.

The letter had the attention of the State Highway Commission at its meeting last week.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Harold J. Hickerson
Secretary-Manager
Roseburg Chamber of Commerce
Roseburg, Oregon

Con. Glaisyer

Douglas Co. Judge Kaufmbark
brot this in. Asked that it be
presented to the Com. for consideration
& next program.

It does not ask for appearance
before the Com.

NOTED
H. B. GLAISYER

5-17-49 1:45 PM

ROSEBURG CHAMBER of COMMERCE

Lock Box 191
ROSEBURG, OREGON

NOA
5/16/49

May 16, 1949

Oregon State Highway Commission
c/o Douglas County Court
Imperial Hotel
Portland , Oregon

Gentlemen:

NOTED
H. B. GLAISYER

The Roseburg Chamber of Commerce respectfully urge your adoption of the following for inclusion in your next two year construction program:

First, the continuation of the reconstruction of the North Umpqua Road.

Second, the reconstruction of the Pacific Highway Canyonville - Azalea section.

Third, the reconstruction of the Pacific Highway north of the Roseburg city limits.

In regard to the third proposal, we, of course, are interested in getting as much of this section north of Roseburg reconstructed as soon as possible. We appreciate that there are limitations of finance and have not, therefore, suggested any length for this project. We urge, however, you authorize the Highway Engineer, Mr. S. H. Baldock, to make the necessary surveys; that you adopt a location and direct the Right of Way Department to proceed with the acquisition of the necessary right of way from the city limits north across the North Umpqua river. This area is developing fast and any delay in securing the right of way will compound the cost and possibly preclude the adoption of what would otherwise be the best route. In the not too distant future, a new bridge at Winchester will be a "must" and any present program should, we feel, be geared to the forseeable future.

We sincerely believe that these proposals are in the best interests of the State as a whole as well as Roseburg and Douglas County.

Very truly yours,

ROSEBURG CHAMBER OF COMMERCE

ACKNOWLEDGED
H. B. GLAISYER

John D Todd
John D. Todd, President

Harold J Hickerson
Harold J. Hickerson,
Secretary-Manager

HJH/fl

Lumber Capitol of the Nation

FORM E-20K 15M 1-49 [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 4, 1949

SUBJECT: Signs

To: B. F. Crandall
Traffic Engineer

C O P Y

C O P Y

Dear Sir:

I have had a request for speed limit signs north of Roseburg and am inclined to believe that the amount of traffic justifies this request. I think there is a thirty-five mile zone extending north to a point one-quarter of a mile north of the Garden Valley Road.

I think it would be best to place the north sign at M.P. 196.5. It should be a spee d of thirty-five miles. I just talked to the Police Sergeant about the matter; he said that there are many accidents on this stretch of road; if the signs are placed the Police will enforce the limit.

I request that you make an investigation.

Very truly yours,

/s/ K. D. Lytle

K. D. LYTLE
Division Engineer

FORM E-20 15M 10-48 26697

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 28, 1949

SUBJECT: Intersection US99 and Garden Valley Road North of Roseburg

To: Mr. W. C. Williams

NOTED
W. C. WILLIAMS

I am submitting herewith a report of our most recent investigation of traffic situation at intersection US99 and Garden Valley Road north of Roseburg. This particular spot is one of our old perennials as regards requests and I refer you to detailed report attached for historical background.

On the basis of this most recent investigation, I would recommend as more or less of a "stop-gap" proposition, installation of semi-actuated traffic signal, pavement widening, luminary unit, etc. as per report and sketch contained therein.

The estimated cost of the overall job inclusive of pavement widening, signals, luminary units is $9,300.00.

There will probably be some aversion to expenditure of such a sum of money, particularly in the light of tentative plans for construction of four-lane curb section. The additional pavment as called for in the plan recommended would be salvagable, I believe, in the course of eventual four-lane widening project, and with this particular intersection being pretty much of a hot spot I think we are going to have to do something.

F. B. Grandall

F. B. Grandall
Traffic Engineer

FBC:brs
Attachment

117

February 4, 1948

Henry Wilcox, Jr.
P. O. Box 684
Roseburg, Oregon

NO.
W. C. WILLIA...

Dear Sir:

We have your petition from the P.T.A. recommending the placing of signal lights at Garden Valley Junction on Highway 99.

Our traffic department is making an investigation of this intersection at this time, but we can give you no definite information until this investigation is complete and a report is made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd

Approximately 116 crossings are made by children up to the Seventh Grade on Highway 99 at the Garden Valley Junction daily, and we are concerned as Parents for thier safety.

We the members of the Riverside P T A recommend the placing of signal lights at this Junction.

Mrs Kenneth R. Linder
Mr Kenneth R. Linder
Mrs. John L. Long
Mrs. Leonard H. Gibson
Mrs. George Goodman
Mrs. Andrew Brown
Mrs C. A. Hoostead
Mr C. A. Hoostead.
Mrs. Edell Bryant
Mrs Chas. J. Cotter
Mrs. Les Magnuson
C. M. Meske
Mrs Leslie Pfaff
Mrs Amy Wilcox
Mrs C. A. Horton
Mr. Earl Bower
Mrs. J. W. Doyle
Gertrude Bromfield
Mrs. H. Koellner
H. A. Koellner
Beard M. Coon
Wilma Doyle

Harvey E. Evans
Paul Darley
Clarence Hallaseter
Budd B Gulp Jr.
Jack Farris Jr.
W. R. Knaggs
Ray Deadmond
Clarence Deadmond
Nelda Norris
Mr. Mrs E. T. Hall
John Sloyes
Justie Sloyes
Chas McCarty
Ora E. Davis
Mrs. H. B. Kruse
Mrs. Ernest Trussell
E. F. Trussell
Ty F. Epperly
Senor Epperly
John Thomas

Mrs. Geo. Nidey
Geo. Nidey
Clarence A. Horton
Leslie Hoff
Vida Levasseur
Mrs. Earl Ladd
Mrs. Peter Serafin
Mrs. Carl Bowers
Mrs. C. V. Warren
Mrs. John Harner
Mrs Ted Melhoff
Mrs Tom Findley
Mrs Jim Nielsen
Mrs Hazel Davis
Mrs. I. L. McCarty
Miss Margaret Geertz
Mrs H. A. Metzker
Mrs. E. B. Yoe
Mrs E. Lymburner
Mrs Stella Woodford
Lonnie Woods
Mrs. M. M. Comine
Mrs J. V. Romine
Mrs H. K. Knaggs
Mrs N. T. Combs
Mrs Jewell Chasteen
Mrs Bjarne Paulson
Mr Bjarne Paulson
Mrs Dan Booher

Lloyd F. Lee
Mrs Harriet Lee
Mrs Otto Butts
Mrs. J. O. Stone
Mrs. R. D. Asbury
Mrs Carl Johnson
Mrs Melvin Palmer
Mrs L L Hammer
Mrs M. H. Fowler
Mrs. M. W. Brandt
Mrs. S. L. Groshong
Mrs. Clifford C Fridellion
Robert Gladwell
Clifford Baxter
Mrs. Clifford Baxter
Mrs Leo Gaerger
Lois L Shore
Clay B Shoir
Mrs J L. Mull

Tildah Hudson
Eddie Hudson
Mrs Litt Artman
Latt Artman
Howard Walker
L.K. Hamstreet
Marjorie & Ilham
John P. Malone
Dorothy T. Malone
Mr. & Mrs. Robt Coley
Mr & Mrs Ray Metzel
Mr & Mrs. C. H. Allred
Mr & Mrs. S. G. Hunt
Mrs. Zelpha H. Christenson
Bessie Lea Walker
Mr & Mrs C. K. Bailey
Walter Morris
Clifford Hunt
A. L. Austin Rt 2
Harrison W Hannon

Leo L. Hall
Mr + Mrs M L. Lowry

Riverside School P. T. A
Safety Committee.

Henry Tilson Jr.
Clifford Hamilton
Ken. Ladd

RECEIVED
JAN 31 1940
FOR FILING
30-160
3226 Ltr
Roseburg

January 29, 1940

Mr. Lester D. Spencer
Riversdale Grange No. 751
Roseburg, Oregon

Dear Sir:

Our Traffic Department is making an investigation at this time for possible traffic control at the intersection of Garden Valley and Highway 99. We are unable to give you any definite information in regard to this traffic control until their investigation is completed and a report made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/ed

cc: Crandall

RECEIVED
JAN 31
FOR FILING
30-1610
3226
Roseburg

January 31, 1948

Mr. Lester D. Spencer
Riverdale Grange No. 752
Roseburg, Oregon

Dear Sir:

Our Traffic Department is making an investigation at this time for possible traffic control at the intersection of Garden Valley and Highway 99. We are unable to give you any definite information in regard to this traffic control until their investigation is completed and a report made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd

cc: Crandall

RIVERSDALE GRANGE, NO. 731

GARDEN VALLEY ROAD

ROSEBURG, OREGON

Jan. 22, 1949

Dear Sir—

Riversdale Grange No 731, favors a traffic control at the intersection of Garden Valley and Highway 99. Total membership 178.

Respectively Submitted

Mrs Anna Trozelle - Secy

Lester D. Spencer

Master

RECEIVED

ISM 3-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

C O P Y

December 27th, 1948

C O P Y

Mr. Paul S. Elliott
Superintendent of Schools
Roseburg Public Schools
Roseburg, Oregon

Dear Sir:

I am referring your recent letter relative to traffic signals at the Garden Valley Road intersection with Highway 99E to Traffic Engineer Mr. F. B. Crandall. You will no doubt hear from Mr. Crandall or one of his representatives in the near future.

Very truly yours,

s/ W. O. Widdows

W. O. Widdows
Ass't. Maint. Engineer

WOW:blt

cc: Mr. F. B. Crandall
Mr. E. L. Clark

C O P Y

ROSEBURG PUBLIC SCHOOLS
District No. 4, Douglas County

Office: Washington at Rose Street

ROSEBURG, OREGON

C O P Y

C O P Y

21 Dec 1948

Mr. W. O. Widdows
Highway Department
319 State Office Building
Salem, Oregon

Dear Mr. Widdows:

Just north of Roseburg, where the Garden Valley road joins Highway 99, we have a very dangerous situation for school children who have to cross 99 and go to school just a block from the highway on the Garden Valley Road. There are 34 children at the present time who have to cross this highway morning, noon and night. The traffic is so heavy and so fast coming down from the north on a slight grade, that this corner is dangerous for adults to say nothing of small school children. The principal, Highway Department and I are convinced that it is not good judgment to establish a school patrol at this corner when the oldest members of that patrol could be only ten, eleven or twelve year olds. They would have to be fifth or sixth grade pupils since there are no higher grades in that school. We have suggested, and still feel that it is the proper thing to install a signal system at this corner, to operate from 8 a.m. to 9 a.m., at noon, and for one hour after school. This will permit crossings without danger. One pupil has been knocked down already, and if a check is made you will find traffic extraordinarily heavy at this corner. Please give this matter your careful consideration and investigation.

Yours sincerely,

s/ Paul S. Elliott

PAUL S. ELLIOTT
Superintendent of Schools

PSE:ar

RECEIVED
NOV 24 1948
FOR FILING
Maint
Traffic
Bridge
Roseburg.

November 23, 1948

Mr. Paul S. Elliott
Superintendent of Schools
Washington at Rose Street
Roseburg, Oregon

Dear Sir:

I acknowledge receipt of your letter of November 16, having reference to the intersection of Garden Road with Highway 99, north of Roseburg. This matter has previously been called to our attention, and we have made several investigations, and I believe that I can best inform you as to the present status of this intersection by attaching a copy of a letter addressed to Miss Mavis Rhebergen; Chairman, Douglas County Safety Council, under date of November 6.

In this letter you will note that it is manifested that we do not believe traffic signals would materially aid this situation, and due to the low priority of such need, signal installations cannot be recommended. The proper remedy is widening of the highway section and providing of channelization, and sufficient funds for such accomplishment are not now available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Encl.

cc Mr. F. B. Crandall

SUPERINTENDENT:
Paul S. Elliott

PRINCIPALS:
Alva L. Laws - Senior High
R. R. Brand - Junior High
E. S. Hall - Rose
Earl Ladd - Benson
Ralph E. Turner - Fullerton
Neil J. Fisher - Edenbower
Edna P. Matthews - Sylman Valley

ROSEBURG PUBLIC SCHOOLS

District No. 4, Douglas County

OFFICE: WASHINGTON at ROSE STREET

ROSEBURG, OREGON

BOARD OF EDUCATION:
A. J. Ellison, Chairman
J. P. Motschenbacher
C. J. Grimm
W. J. Mees
V. V. Harpham
A. B. Collier, Clerk

BOARD MEETING:
3rd Monday each month

16 Nov 1948

State Highway Department
319 State Office Building,
Salem, Oregon.

ATTENTION: Mr. R. H. Baldock, Chief Engineer

Dear Mr. Baldock:

We have just north of Roseburg an intersection with Highway 99 and the paved road called Garden Valley Road. This road enters the highway at a slight angle which makes pedestrian crossing of the highway difficult for adults and dangerous for small children going to and from school. An Elementary School is located just a block and a half from this crossing and in the mornings, afternoons and at noons on school days the situation is very bad. Traffic has a tendency to congest at this place also, and I wish to enquire if a survey can be made relative to this traffic situation, and perhaps a traffic signal located there, which would operate from 8-9 in the mornings, at noon and in the evening at the close of school hours.

Your kind consideration of this matter will be greatly appreciated.

NOTED
W. C. WILLIAMS

Yours sincerely,

Paul S. Elliott

PAUL S. ELLIOTT
Superintendent of Schools

PSE:mr

CC: Mr King Lytle

Copy to Crandall
Crandall sent you a letter
Nov. 5th in reply to P.T.A.

RECEIVED
NOV 17 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1948
FOR FILING

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3226

November 8, 1948

Miss Mavis Hasbargen, Chairman
Douglas County Safety Council
Route 1, Box 266
Roseburg, Oregon

Dear Miss Hasbargen:

Your letter of October 14, addressed to Mr. James R. Banks, Secretary of State's office, in regard to a traffic condition at the intersection of U. S. 99 and Garden Valley Road, has been referred to this office. The intersection in question is one which does present a problem, and I wish to assure you that it is a location, along with the overall road section north of Roseburg, which has been a matter of some concern to this Department.

Some form of remedial measure is in order. However, as regards signalization, we could not recommend such treatment, except as an integral part of a general improvement plan, wherein the highway section would be widened, and a left-turn refuge incorporated in the design to care for the relatively high volume of northbound highway traffic moving on to Garden Valley Road. It is hoped that a project of this nature can be initiated sometime in the future; however, at the present writing, funds are not available for such major improvement.

Notwithstanding prevalent hazards at this intersection, the mere installation of a traffic signal without the aforementioned supplemental improvement work would not materially help the overall accident picture, but possibly increase the hazards. We have had experience wherein such has happened, and the statement is not pure conjecture.

I do wish to point out that we must treat the various intersections on a priority basis. In this direction, I might state that from an accident standpoint, there are some twenty-five sections on the rural state highway system with higher accident record than the intersection in question.

I trust the foregoing explains the situation as it stands at this writing, and the reasons why we cannot recommend signal installation at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JG

cc Mr. F. B. Crandall
Mr. J. R. Banks
Secretary of State's Office

W. C. Williams
Assistant State Highway Engineer

RECEIVED
NOV 10 1948
FOR FILING

EARL T. NEWBRY

Secretary of State

SALEM, OREGON November 4, 1948

Miss Mavis Hasbargen, Chairman
Douglas County Safety Council
Route 1, Box 266
Roseburg, Oregon

Dear Miss Hasbargen:

I have checked with the office of the traffic engineer, State Highway Commission, in regard to the intersection of Garden Valley Road and the Pacific highway, in response to your postal card of November 2.

I am informed that the matter is now being considered in the office of Mr. W. C. Williams, assistant traffic engineer, and will be referred to the Commission for final recommendation tomorrow. This means that you may expect a reply setting forth their findings and recommendations probably some time next week.

Since a state highway is involved, the installation of a signal light must depend on the Commission's report, which in turn will be based on the many engineering and safety factors involved.

We recognize that the apparent hazard must be remedied at the earliest possible moment, but it is also true that the best and most effective remedy requires considerable investigation and study.

Best wishes for the continued success of your program.

Sincerely,

NOTED
W. C. WILLIAMS

James R. Banks, Director
Traffic Safety Division

JRB:ak

cc: W. C. Williams
Assistant Traffic Engineer
State Highway Commission
Salem, Oregon

RECEIVED
NOV 5 1948
OREGON
STATE HIGHWAY COMMISSION

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COPY

COPY

DOUGLAS COUNTY SAFETY COUNCIL

Box 266 - Rt. 1

Roseburg, Oregon

October 11, 1948

Mr. James R. Banks, Director
Traffic Safety Division
Salem, Oregon

Dear Mr. Banks:

I write you now in regard to a serious problem we have encountered at what is known as "Wally's Corner" here in Roseburg. Attached is a drawing of this corner which will probably help you to see what danger can result because of the same.

The Garden Valley Road which branches off to the left, or West, is one of our most-used roads and, as you know, U. S. Highway 99 immediately north of Roseburg and in the north section of this town is extremely narrow. With traffic as heavy as it is from both directions, this intersection has developed into an almost tragedy. In other words, something must be done about it as soon as possible.

We have studied this situation quite thoroughly and although there are many spots in Roseburg that are almost as dangerous, this particular corner exceeds the rest at the present time for and as a "danger spot".

What we need, we believe, is traffic lights. How can we get them and how soon? If they could be installed this month or perhaps next month we would be very happy for, as the rains begin, this intersection will be the worse for it.

Then, too, the subject of a four lane highway has been discussed for that part of town. In such an event, the hazard would result from "bad" to "worse". As far as I know, just about all the surveying has been done for this new highway.

That's our problem! Now, what would you suggest? Shall we hold off with the traffic lights expecting the new highway to go through and allow this continuance of danger at this intersection, or, shall we proceed to have the traffic lights installed? What is the procedure and whom should we contact besides your office? My personal opinion is that we should have the traffic lights installed immeidately and with all possible expediency. Please submit your answer to this letter at once; I assure you we will be very grateful for cooperation in this matter.

Very truly yours,

s/ Mavis Hasbargen
Chairman

M Encl.

COPY

COPY

DOUGLAS COUNTY SAFETY COUNCIL

Box 266 - Rt. 1

Roseburg, Oregon

October 11, 1948

Mr. James R. Banks, Director
Traffic Safety Division
Salem, Oregon

Dear Mr. Banks:

I write you now in regard to a serious problem we have encountered at what is known as "Wally's Corner" here in Roseburg. Attached is a drawing of this corner which will probably help you to see what danger can result because of the same.

The Garden Valley Road which branches off to the left, or West, is one of our most-used roads and, as you know, U. S. Highway 99 immediately north of Roseburg and in the north section of this town is extremely narrow. With traffic as heavy as it is from both directions, this intersection has developed into an almost tragedy. In other words, something must be done about it as soon as possible.

We have studied this situation quite thoroughly and although there are many spots in Roseburg that are almost as dangerous, this particular corner exceeds the rest at the present time for and as a "danger spot".

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Very truly yours,

s/ Mavis Hasbargen
Chairman

M Encl.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

REPORT OF SPEED ZONE INVESTIGATION
Pacific Hwy. North of Roseburg
US99 - Hwy. No. 1 - M.P. 196.60 to M.P. 197.68

Recommendation:

As a result of this investigation it is recommended that the existing 35 mile per hour speed zone on US99 north of Roseburg be extended from M.P. 197.68 to the Newton Creek Road at M.P. 196.60.

Historical Background:

In December, 1946, that section of US99 from M.P. 197.68 to the north city limits of Roseburg was zoned for 35 miles per hour. This investigation and report is in response to requests from local residents transmitted by Mr. K. D. Lytle, Division Engineer.

Investigation:

The section of highway investigated extends from M.P. 197.68 to the Newton Creek Road at M.P. 196.60. During the past three years this section of highway has changed from a rural section to a completely built up section with a large number of road side business establishments such as cabin courts, cafes, service stations, etc. There are two sharp curves in the alignment and one vertical curve which restricts sight distance. The pavement is of concrete, sixteen feet in width, with a two foot asphalt widening strip on each side. The shoulders are from four to six feet in width. There is a great deal of open access. The 1948 A.D.T. on this section was 7,547 vehicles.

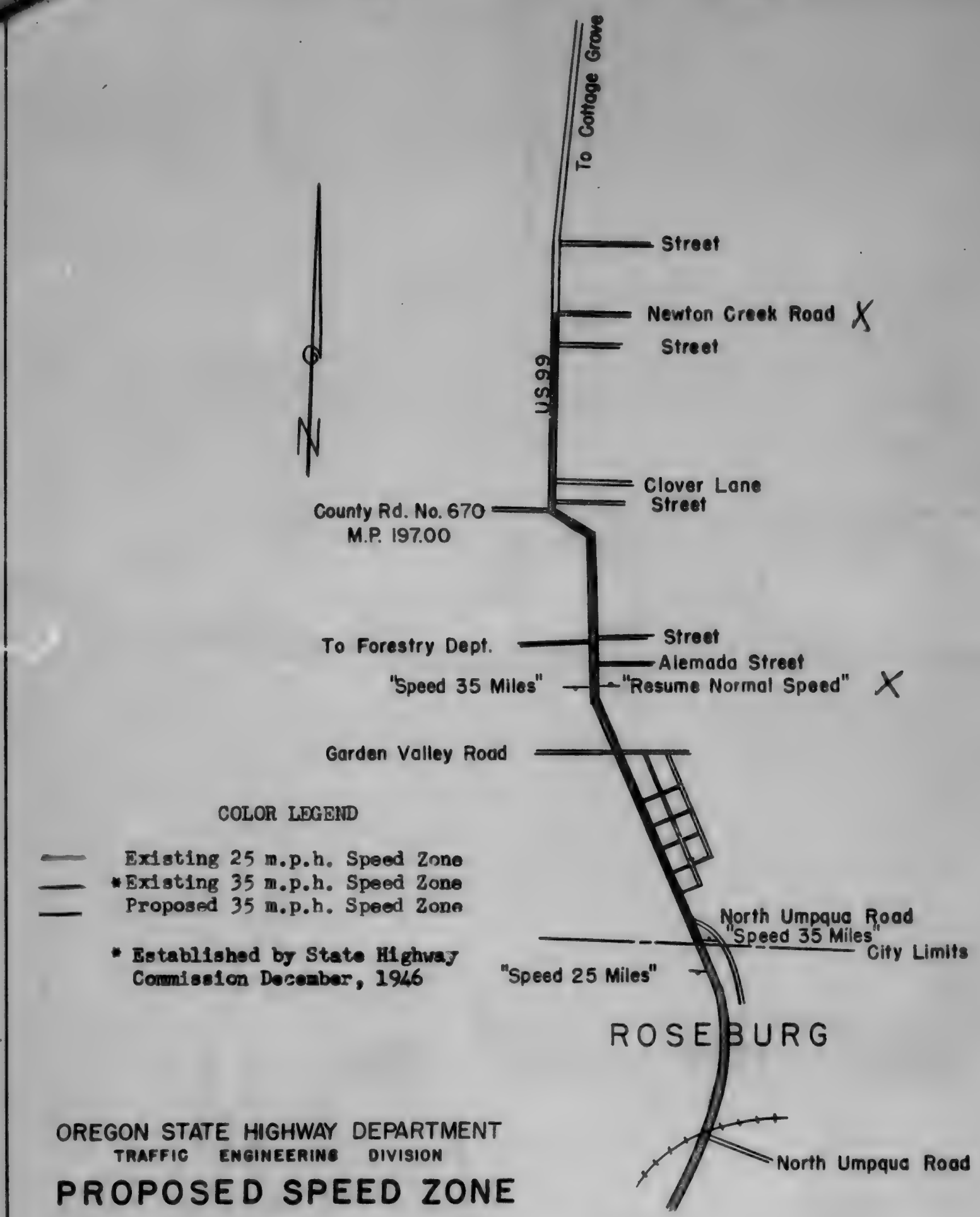
During the three-year period 1946 to 1948 inclusive there were 49 accidents in this section. Two persons were killed and 23 injured. The accident rate has increased steadily with eleven accidents in 1946, fourteen in 1947 and twenty-four in 1948. The accident rate for this section for the three-year period was 13.8 accidents per mile per year or 5.9 per million vehicle miles. During 1948 the accident rates were nearly double the average for the three-year period. Because of the great increase in accidents during 1948 it is apparent that some treatment is in order.

Speed checks were taken throughout the section and also in the existing 35 mile per hour zone. The table below summarizes the essential data.

	85% Speed		Pace		% Exceeding 35 m.p.h.	
Location	N.bound	S.bound	N.bound	S.bound	N.bound	S.bound
0.12 Mi. S Newton Cr. Rd.	44.5	47.0	31-41	34-44	68	80
0.20 Mi. N Forestry Rd.	43.0	41.0	28-38	30-40	50	29
In Existing 35 m.p.h. zone	33.0	34.0	23-33	24-34	7	12

The prevailing speeds while not excessively high, are in excess of that indicated by existing conditions. From the speed check in the existing 35 mile per hour zone it is seen that observance and enforcement of the speed limit is quite excellent.

Because of road side culture, alignment and the accident record, it is recommended that the existing 35 mile per hour speed zone be extended from M.P. 197.68 to the Newton Creek Road at M.P. 196.60. In view of the prevailing speeds, the speed limit as recommended is somewhat below that which would normally be set but it is believed that such a limit is indicated by the accident record.



COLOR LEGEND

Existing 25 m.p.h. Speed Zone
*Existing 35 m.p.h. Speed Zone
Proposed 35 m.p.h. Speed Zone

* Established by State Highway Commission December, 1946

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PROPOSED SPEED ZONE
US 99 NORTH of ROSEBURG

US 99 HWY. NO. 1 M.P. 197.00
No Scale May 1949

OREGON STATE HIGHWAY COMMISSION Traffic Engineering Division

LOCATION Vicinity N. of Roseburg Douglas County M.P. 196.50 to M.P. 197.68 US99	COLLISION TYPE											CLASS			Fatalities	Personal Injuries	REMARKS 1-1-46 to 12-31-48
	Angle	Head-on	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage			
Intersection at Newton Cr.Rd.																	
M.P. 196.50 1946					1						1			1			
1947																	
1948																	
Total	—	—	—	—	1	—	—	—	—	—	1	—	—	1	—	—	
Non-Intersectional																	
Newton Cr.Rd. to Co.Rd.#670																	
M.P. 196.50 to M.P. 197.00																	
1946			1	1					1	*1	4	1	1	2	1	4	* Wheel came off vehicle
1947				1				1			2			2			
1948			4	3	1						8		3	5		7	
Total	—	—	5	5	1	—	—	1	1	1	14	1	4	9	1	11	
Intersection at Co.Rd.#670																	
M.P. 197.00																	
1946					1						1			1			
1947							1				1			1			
1948																	
Total	—	—	—	—	1	—	1	—	—	—	2	—	—	2	—	—	
Non-Intersectional																	
Co.Rd.#670 to Forestry Dept Rd																	
M.P. 197.00 to M.P. 197.52																	
1946			2	3							5		1	4		2	
1947			1	2	2		2	1		1	9	1	2	6	1	4	
1948			1	9			1			1	12		2	10		5	
Total	—	—	4	14	2	—	3	1	—	2	26	1	5	20	1	11	

OREGON STATE HIGHWAY COMMISSION Traffic Engineering Division

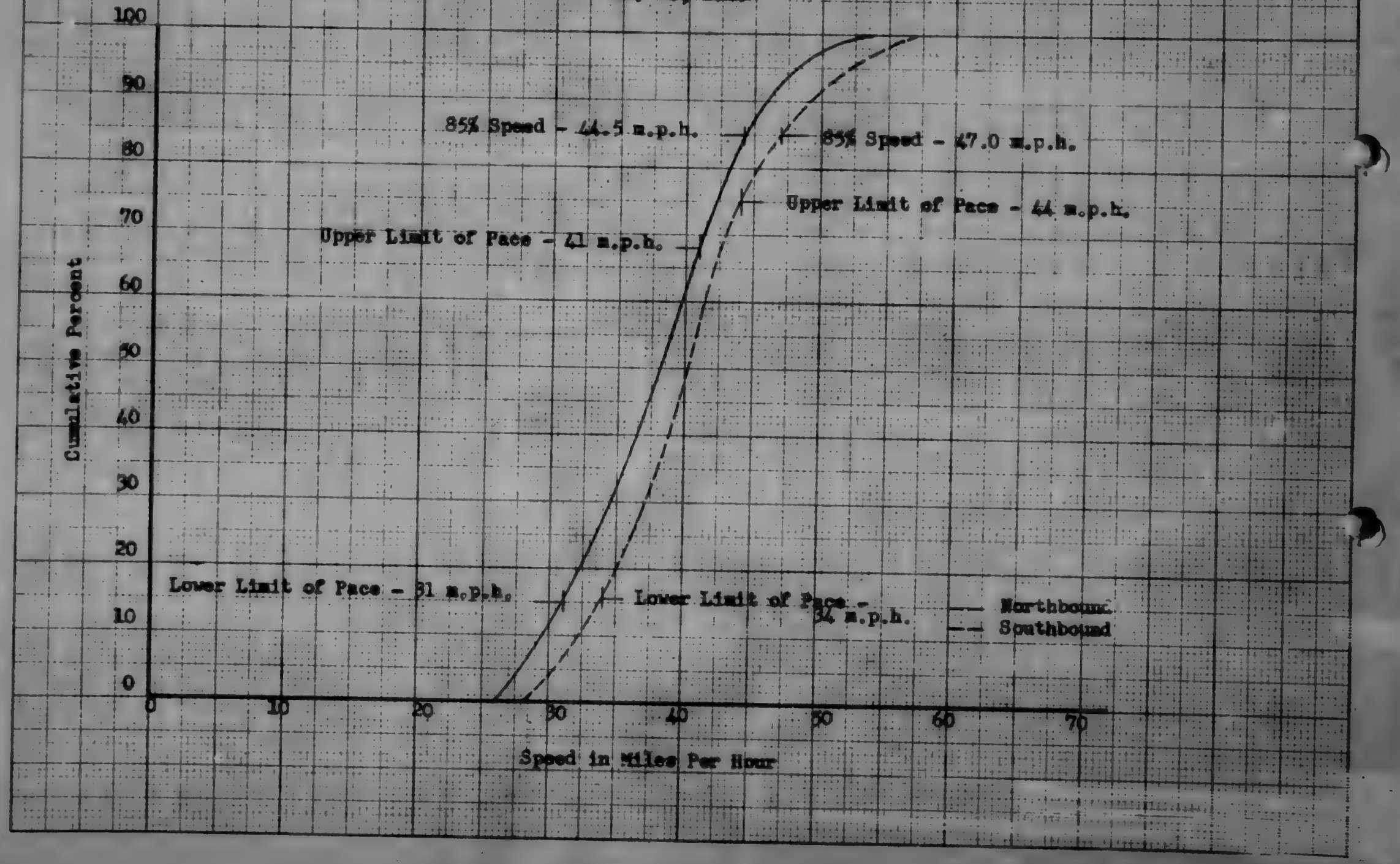
LOCATION Vicinity N. of Roseburg Douglas County M.P. 196.50 to M.P. 197.68 US99)	COLLISION TYPE											CLASS			Fatalities	Personal Injuries	REMARKS 1-1-46 to 12-31-48
	Angle	Head-on	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop.Damage			
Intersection at Forestry Dept Rd. M.P. 197.52																	
1946																	
1947																	
1948																	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Non-Intersectional Forestry Dept. Rd. to Vine St. M.P. 197.52 to M.P. 197.58																	
1946																	
1947																	
1948			1								1			1			
Total	—	—	1	—	—	—	—	—	—	—	1	—	—	1	—	—	
Intersection at Vine St. M.P. 197.58																	
1946																	
1947																	
1948																	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Non-Intersectional M.P. 197.58 to M.P. 197.68																	
1946																	
1947			1	1							2		1	1		1	
1948			2		1						3			3			
Total	—	—	3	1	1	—	—	—	—	—	5	—	1	4	—	1	

OREGON STATE HIGHWAY COMMISSION Traffic Engineering Division

LOCATION Vicinity N. of Roseburg Douglas County M.P. 196.50 to M.P. 197.68 US99	COLLISION TYPE											CLASS					REMARKS 1-1-46 to 12-31-48
	Angle	Head-on	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Total Intersectional																	
1946					2						2			2			
1947							1				1			1			
1948																	
Total	---	---	---	---	2	---	1	---	---	---	3	---	---	3	---	---	
Total Non-Intersectional																	
1946			3	4					1	1	9	1	2	6	1	6	
1947			2	4	2		2	2		1	13	1	3	9	1	5	
1948			8	12	2		1			1	24		5	19		12	
Total	---	---	13	20	4	---	3	2	1	3	46	2	10	34	2	23	
Total all Accidents																	
M.P. 196.50 to M.P. 197.68																	
1946			3	4	2				1	1	11	1	2	8	1	6	
1947			2	4	2		3	2		1	14	1	3	10	1	5	
1948			8	12	2		1			1	24		5	19		12	
Grand Total	---	---	13	20	6	---	4	2	1	3	49	2	10	37	2	23	

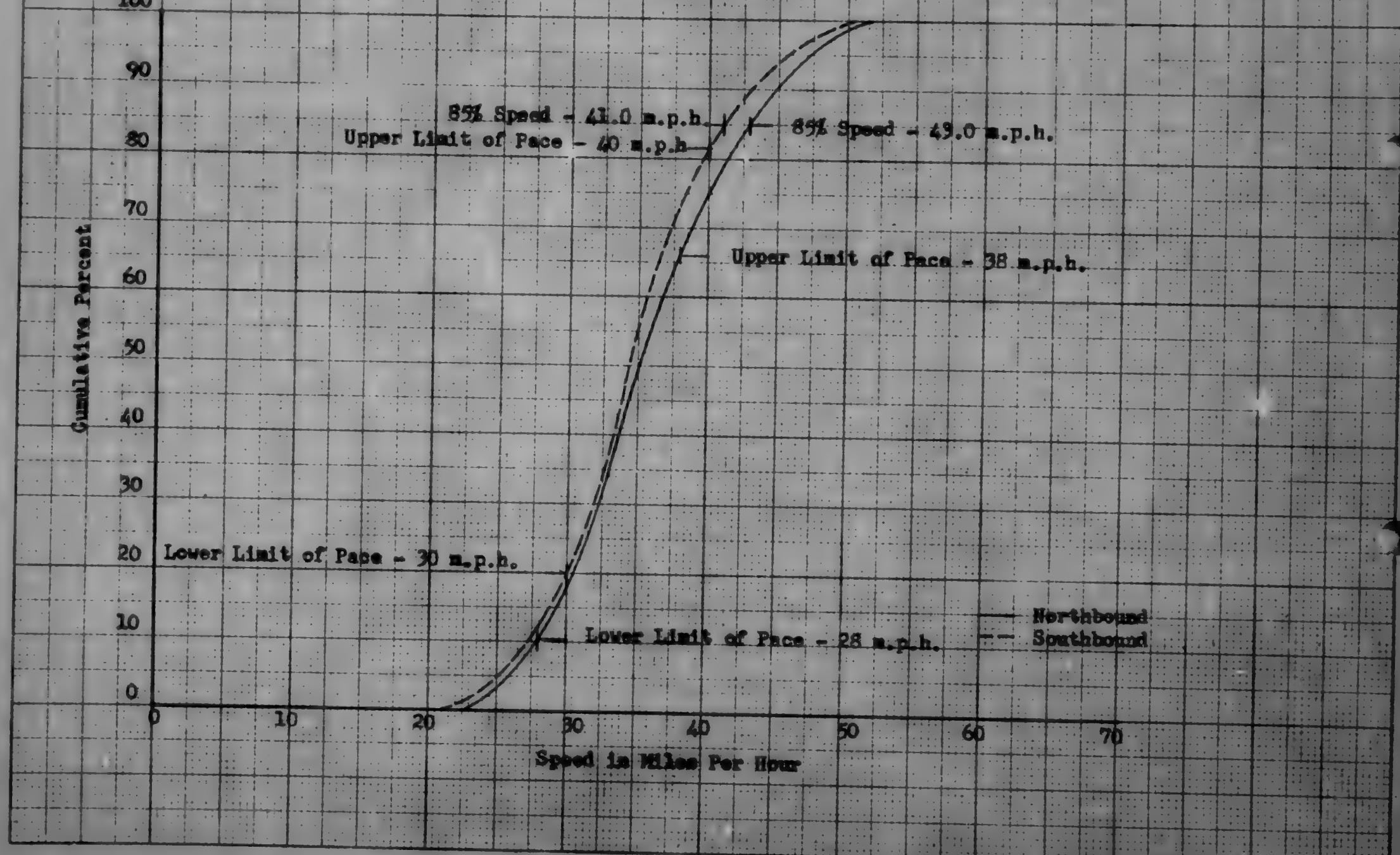
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS
US99 - Hwy. No. 1 - M.P. 196.65
0.12 Miles South Newton Cr. Rd. - N. of Roseburg
May 19, 1949



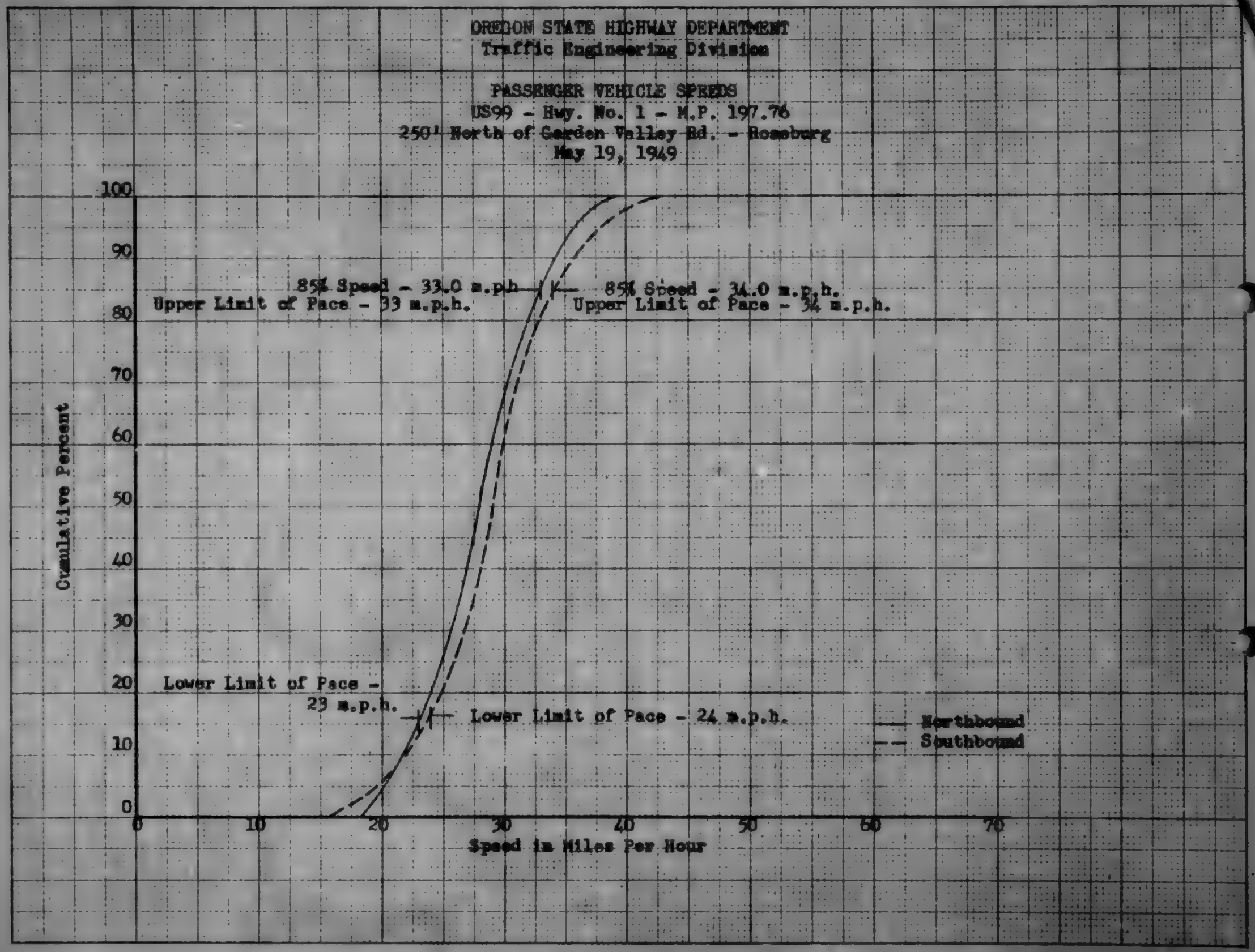
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS
US99 - Hwy. No. 1 - M.P. 197.32
0.20 Miles North Forestry Dept. Rd. - N. of Roseburg
May 19, 1949



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS
US99 - Hwy. No. 1 - M.P. 197.76
250' North of Garden Valley Rd. - Roseburg
May 19, 1949



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
April, 1949

INVESTIGATION OF TRAFFIC HAZARDS
PACIFIC HIGHWAY AT GARDEN VALLEY ROAD
US99 - Hwy. No. 1 - M.P. 197.00

Recommendations:

It is recommended that the pavement be widened in this section to provide a left turn refuge and traffic signals be installed as shown on the attached sketch. The total cost of the improvement is estimated to be $9300.00. The signal installation will cost $5300.00 and the pavement widening is estimated to cost $4000.00.

Historical Background:

This intersection and the section of highway immediately adjacent thereto have long been a cause of complaint on the part of local residents, civic groups and governmental agencies as follows:

1. June, 1942--Request for speed zone by local residents. Denied because of wartime speed restrictions.

2. September, 1947--Section speed zoned for 35 miles per hour.

3. September, 1947--Request for traffic study and signals by Douglas County Court and Roseburg Chamber of Commerce. Denied.

4. October, 1948--Request for traffic signals by Douglas County Safety Council. Denied.

5. November, 1948--Request for traffic signals by Mr. Paul S. Elliott, Superintendent of Schools.

In addition to the above there have been many requests for crosswalks, school boy patrols, etc. This reinvestigation and report is the result of the accumulation of such requests and the increasing number of accidents at the intersection.

Investigation:

The pavement on this section is 16-foot concrete with a 2-foot asphalt widening strip on either side. The highway frontage is almost completely built up with roadside business establishments. There is almost continuous access. This section of highway is signed for a 35 mile per hour speed limit.

During the past two years there has been a great deal of building activity in this section which is a suburb of Roseburg. A new grade school has been constructed on the south side of the Garden Valley Road about one-fourth mile west of US99. Thus this intersection has become a major school crossing.

A vehicle and pedestrian count taken at this intersection on Wednesday, January 19, 1949, showed that the total volume of vehicles entering this intersection during a 24-hour period was 9,908. A total of 90 pedestrians crossed US99 during this period. The average hourly volume of vehicles entering the intersection during the maximum eight-hour period was 732. This is much higher than 500 vehicles per hour called for by the signal warrants. An average of 24.8% of all traffic entered the intersection from the side road.

It will be noted from the flow diagram that other than the north-south highway movements the main traffic movement is from west to south and the reverse left-turn movement. It is this left turn which is the greatest cause of congestion and hazard at the intersection.

Attached is a collision diagram portraying the accident record at this intersection for the three-year period 1946 to 1948, inclusive. During that period there were 15 accidents with 7 people injured and none killed. Nine of the 15 accidents involved vehicles making the previously mentioned left-turn movement. There was one pedestrian accident.

The traffic volume at this intersection more than warrants signalization. The accident record is comparatively high. The school crossing poses an added problem and because of the heavy and complex traffic movements at the intersection it is apparent, then, that signalization is in order.

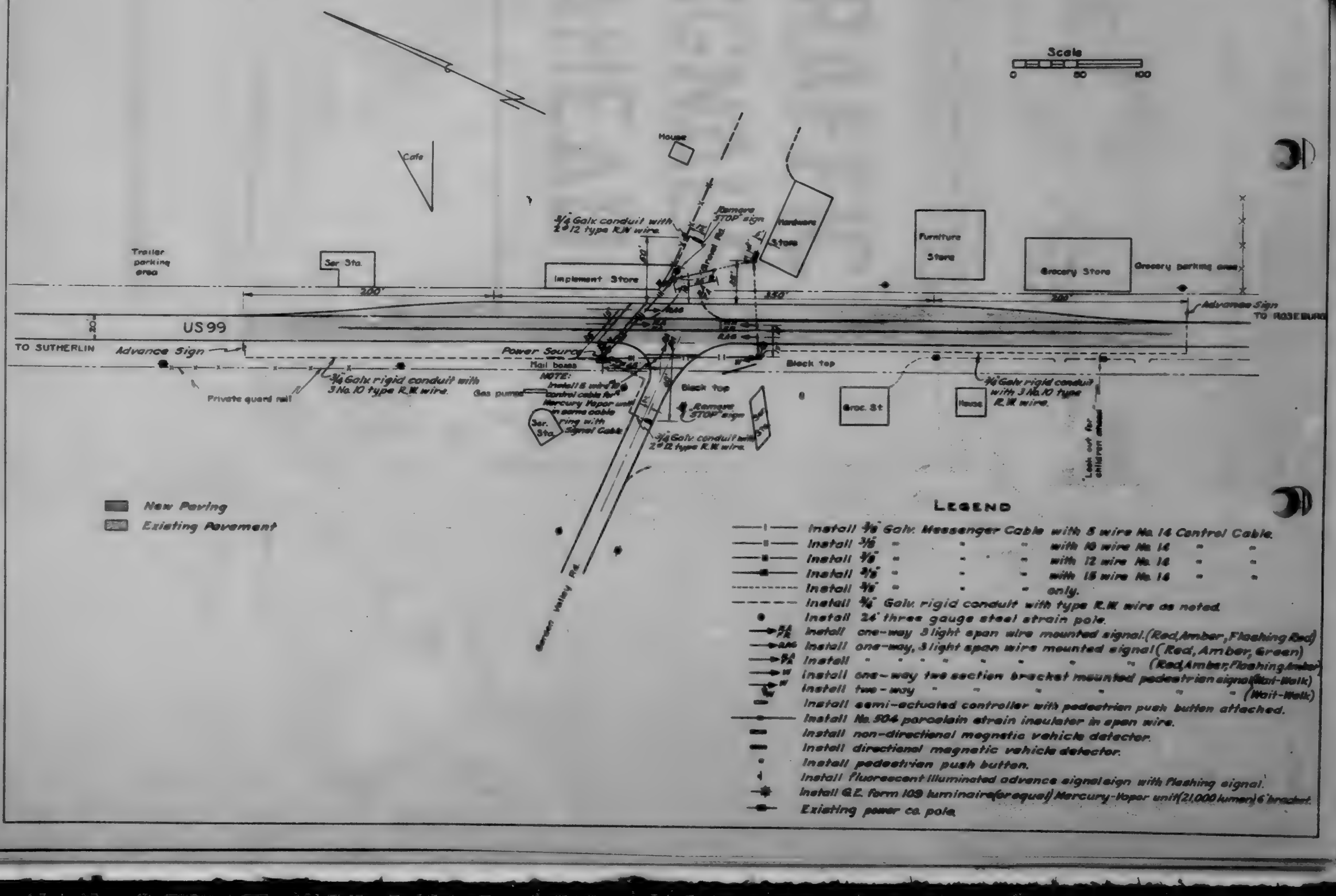
However, 37% of all vehicles entering the intersection from the south make a left turn to the west. If this movement is made in conjunction with the north to south movement, congestion at the intersection will be increased. If a special left turn interval is provided south to north traffic will be held up by vehicles waiting to make the turn. If congestion is to be eliminated at this intersection it is necessary that a left turn lane be provided. Because this section of US99 will, in the near future, be either relocated or widened to four lanes it is not believed that it would be advisable to construct channelizing islands at the present time.

It is with the above thoughts in mind that the attached plan has been prepared. The plan proposes pavement widening to provide a relief lane around vehicles waiting to make a left turn. All except the thru highway movements are to be made on flashing indications to eliminate the need for three-phase operation and the attendant congestion. Mercury vapor luminaire units are provided to reduce night-time confusion and hazards.

It must be realized that the plan presented is intended purely as a "stopgap" until such time as overall improvement is made. As such it will result in considerable improvement over present conditions and will offer maximum benefit for the money expended. The pavement widening proposed is estimated to cost $4000.00, the traffic signal installation and lighting will cost $5300.00 making the total cost $9300.00

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION	SHEET NO.	
TRAFFIC SIGNAL INSTALLATION US99 & GARDEN VALLEY RD. US99 HWY NO. 1 MP 137.00	TOTAL SHEETS	
	SCALE	AS NOTED
	DATE	FEB. 1949

Scale
0 50 100

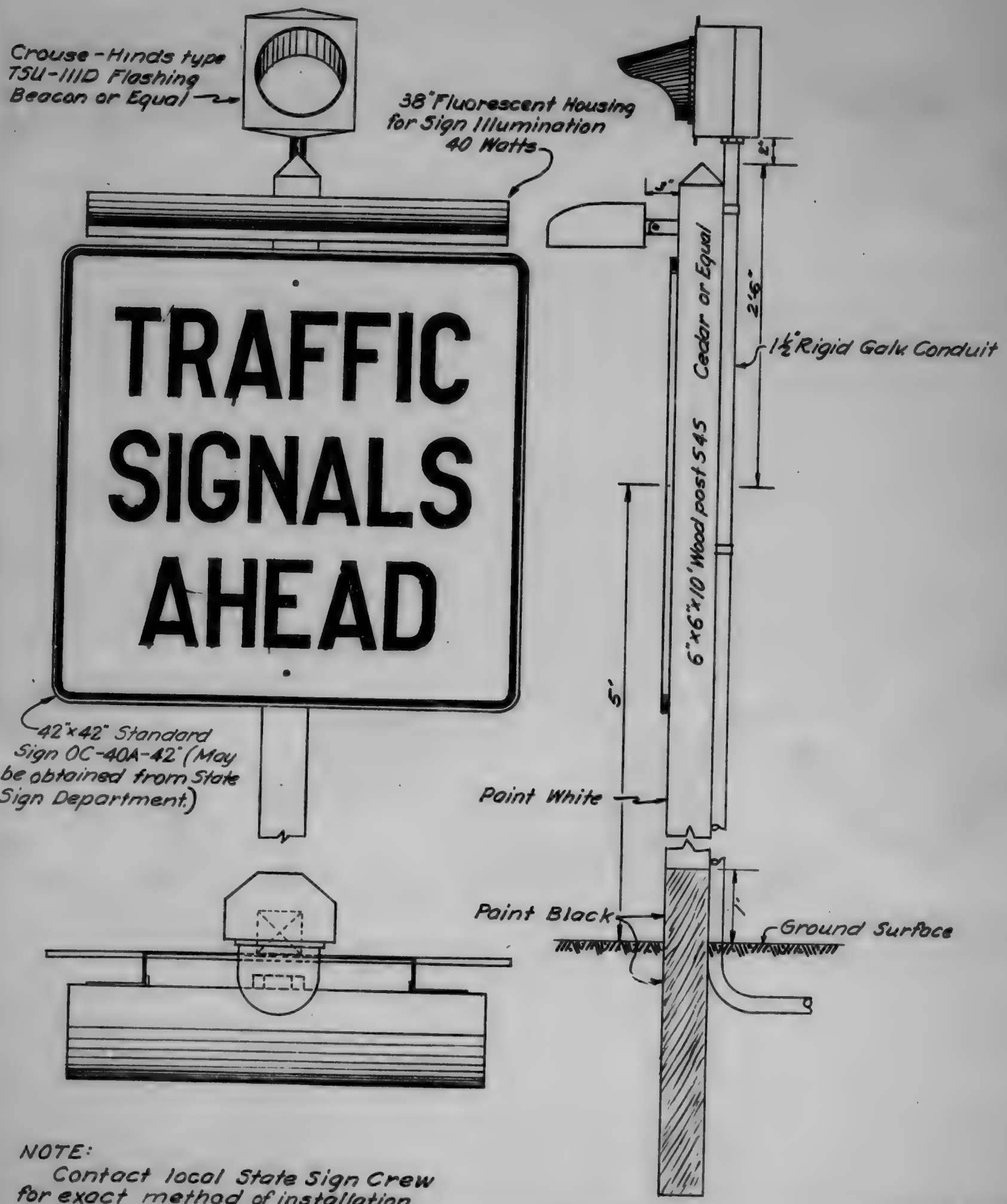


LEGEND

- Install ⅜" Galv. Messenger Cable with 8 wire No. 14 Control Cable.
- Install ⅜" " " " with 10 wire No. 14 " "
- Install ⅜" " " " with 12 wire No. 14 " "
- Install ⅜" " " " with 15 wire No. 14 " "
- Install ⅜" " " only.
- Install ¾" Galv. rigid conduit with type R.W. wire as noted.
- Install 24' three gauge steel strain pole.
- Install one-way 3 light span wire mounted signal. (Red, Amber, Flashing Red)
- Install one-way, 3 light span wire mounted signal (Red, Amber, Green)
- Install " " " " " " (Red, Amber, Flashing Amber)
- Install one-way two section bracket mounted pedestrian signal (Wait-Walk)
- Install two-way " " " " " (Wait-Walk)
- Install semi-actuated controller with pedestrian push button attached.
- Install No. 504 porcelain strain insulator in span wire.
- Install non-directional magnetic vehicle detector.
- Install directional magnetic vehicle detector.
- Install pedestrian push button.
- Install fluorescent illuminated advance signal sign with flashing signal.
- Install G.E. form 109 luminaire (or equal) Mercury-Vapor unit (21,000 lumen) 6' bracket.
- Existing power co. pole.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

ADVANCE SIGNAL SIGN



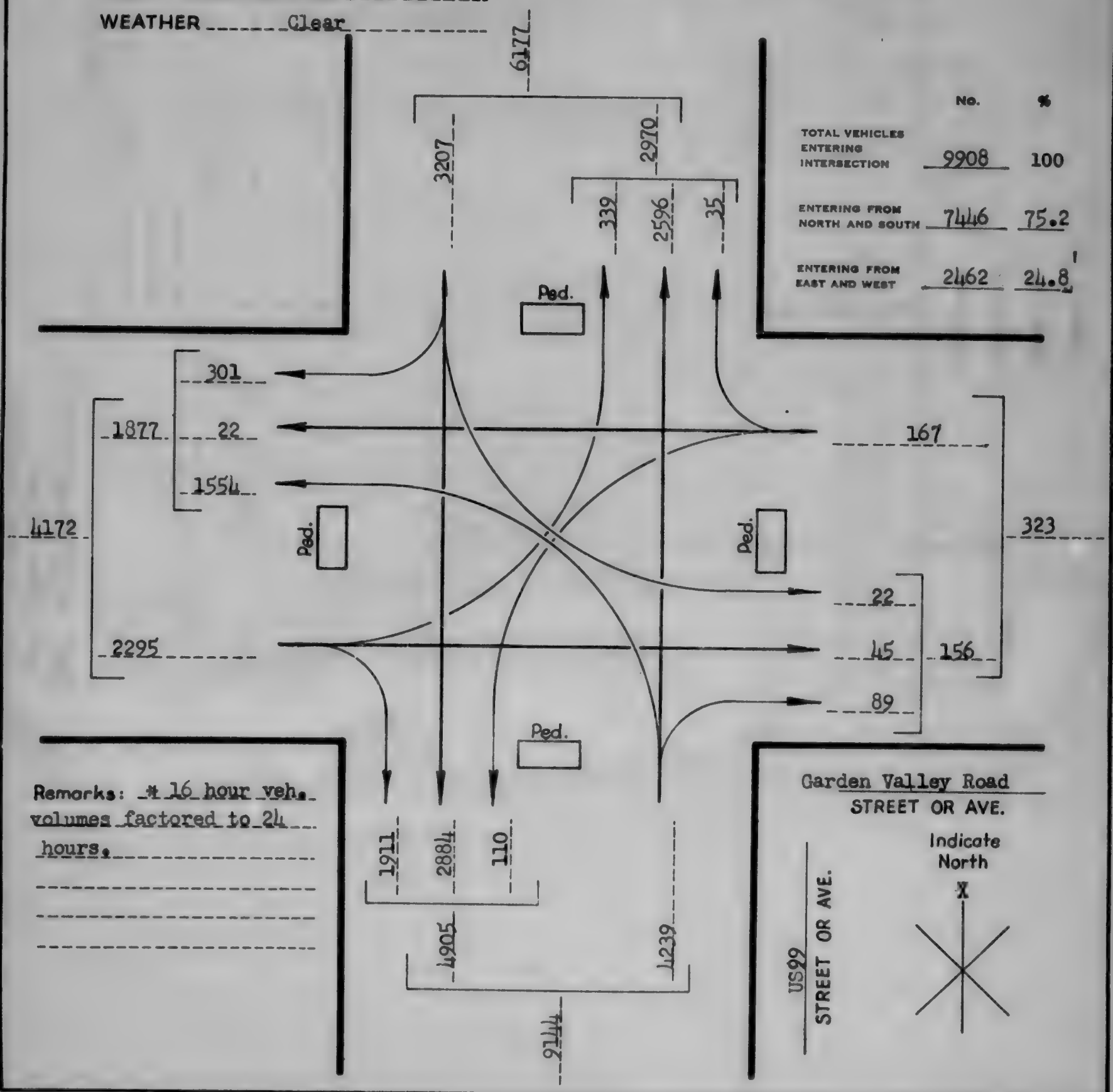
NOTE:
Contact local State Sign Crew for exact method of installation.

March 1949

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 19, 1949
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear

CITY OF Roseburg
INTERSECTION OF US99 & Garden Valley Road
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9908	100
ENTERING FROM NORTH AND SOUTH	7446	75.2
ENTERING FROM EAST AND WEST	2462	24.8

Remarks: * 16 hour veh. volumes factored to 24 hours.

Garden Valley Road
STREET OR AVE.

US99
STREET OR AVE.

Indicate North

FORM E-126 SM 6-40

Form E-40—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: January 19, 1949
Day of week: Wednesday
Hours counted: 16
Weather: Clear
Classification: All Vehicles

City of: Roseburg
Intersection: US99 and Garden Valley
Station number:
Code number:

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDES
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North
A.M.	8:00- 7:00			5	7	39	16	1		1	1	37	11	118	72	61.0	46	39.0	67	3	61	105	
	7:00- 8:00	3	1	17	26	144	116	1	10	6	1	148	96	569	377	66.3	192	33.7	307	22	298	511	
	8:00- 9:00	2	3	23	26	146	177	2	3	11	5	159	76	633	429	67.8	204	32.2	377	26	289	574	
	9:00-10:00		1	17	23	149	162			12	12	117	94	587	434	73.9	153	26.1	352	25	251	546	
	10:00-11:00		2	14	21	180	160	2	2	7	6	130	84	608	444	73.0	164	27.0	377	19	253	567	
	11:00-12:00	1	2	8	13	216	179	1	1	3	4	110	84	622	492	79.1	130	20.9	419	12	217	596	
P.M.	12:00- 1:00	1		19	28	250	208	3	1	9	8	169	127	823	613	74.5	210	25.5	506	22	347	771	
	1:00- 2:00	1	4	23	13	232	201	1	4	6	12	146	110	753	579	76.9	174	23.1	474	28	297	707	
	2:00- 3:00	3	2	18	23	205	165	2	3	13	5	111	94	644	490	76.1	154	23.9	416	28	251	593	
	3:00- 4:00		2	17	23	205	175	1	5	6	5	93	106	638	508	79.6	130	20.4	422	19	245	590	
	4:00- 5:00	3	5	26	35	237	219	1	6	7	5	187	154	885	644	72.8	241	27.2	525	27	409	809	
	5:00- 6:00	4	7	33	15	235	239	2	4	9	11	116	187	862	709	82.3	153	17.7	533	37	357	797	
	6:00- 7:00	1	1	12	20	129	108			1	1	66	65	404	316	78.2	88	21.8	271	4	163	370	
	7:00- 8:00	1	1	18	14	107	82	1	2	4	3	77	44	354	255	72.0	99	28.0	223	12	156	317	
	8:00- 9:00		1	11	7	77	72	1		3	2	40	32	246	194	78.9	52	21.1	168	7	91	226	
	9:00-10:00			13	14	71	81	1		2		31	49	262	214	81.7	48	18.3	179	3	108	234	
A.M.	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		22	35	301	339	2884	2596	22	45	110	89	1911	1554	9908	7446	75.2	2462	24.8	6177	323	4172	9144	
16-Hour total .		20	32	274	308	2622	2360	20	41	100	81	1737	1413	9008	6770	75.2	2238	24.8	5616	294	3793	8313	
—-Hour total .																							
Control . . .																							
Factor . . .																							

US 99 — St. is North and South

Garden Valley Road — St. is East and West

Tabulated by

Computed by

Checked by

Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: January 19, 1949
Day of week: Wednesday
Hours counted: 16
Weather: Clear
Classification: All Vehicles

City of: Roseburg
Intersection: US99 and Garden Valley Road
Station number:
Code number:

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
[illegible] to [illegible]	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	Crossing [illegible] Highway	West	South
		5	7	39	36	1		1	1	37	11	118	72	61.0	46	39.0	67	3	61	105		2		
	1	17	26	144	116	1	10	6	1	148	96	569	377	66.3	192	33.7	307	22	298	511		8		
	3	23	26	146	177	2	3	11	5	159	76	633	429	67.8	204	32.2	377	26	289	574		20		
	1	17	23	149	162			12	12	117	94	587	434	73.9	153	26.1	352	25	251	546		8		
	2	14	21	180	160	2	2	7	6	130	84	608	444	73.0	164	27.0	377	19	253	567		8		
	2	8	13	216	179	1	1	3	4	110	84	622	492	79.1	130	20.9	419	12	217	596		5		
		19	28	250	208	3	1	9	8	169	127	823	613	74.5	210	25.5	506	22	347	771		13		
	4	23	13	232	201	1	4	6	12	146	110	753	579	76.9	174	23.1	474	28	297	707		3		
	2	18	23	205	165	2	3	13	5	111	94	644	490	76.1	154	23.9	416	28	251	593		5		
	2	17	23	205	175	1	5	6	5	93	106	638	508	79.6	130	20.4	422	19	245	590		8		
	5	26	35	237	219	1	6	7	5	187	154	885	644	72.8	241	27.2	525	27	409	809		2		
	7	33	15	235	239	2	4	9	11	116	187	862	709	82.3	153	17.7	533	37	357	797		8		
	1	12	20	129	108			1	1	66	65	404	316	78.2	88	21.8	271	4	163	370				
	1	18	14	107	82	1	2	4	3	77	44	354	255	72.0	99	28.0	223	12	156	317				
	1	11	7	77	72	1		3	2	40	32	246	194	78.9	52	21.1	168	7	91	226				
		13	14	71	81	1		2		31	49	262	214	81.7	48	18.3	179	3	108	234				
2	35	301	339	2884	2596	22	45	110	89	1911	1554	9908	7446	75.2	2462	24.8	6177	323	4172	9144				
0	32	274	308	2622	2360	20	41	100	81	1737	1413	9008	6770	75.2	2238	24.8	5616	294	3793	8313		90		

US 99 St. is North and South

Garden Valley Road St. is East and West

Tabulated by

Computed by

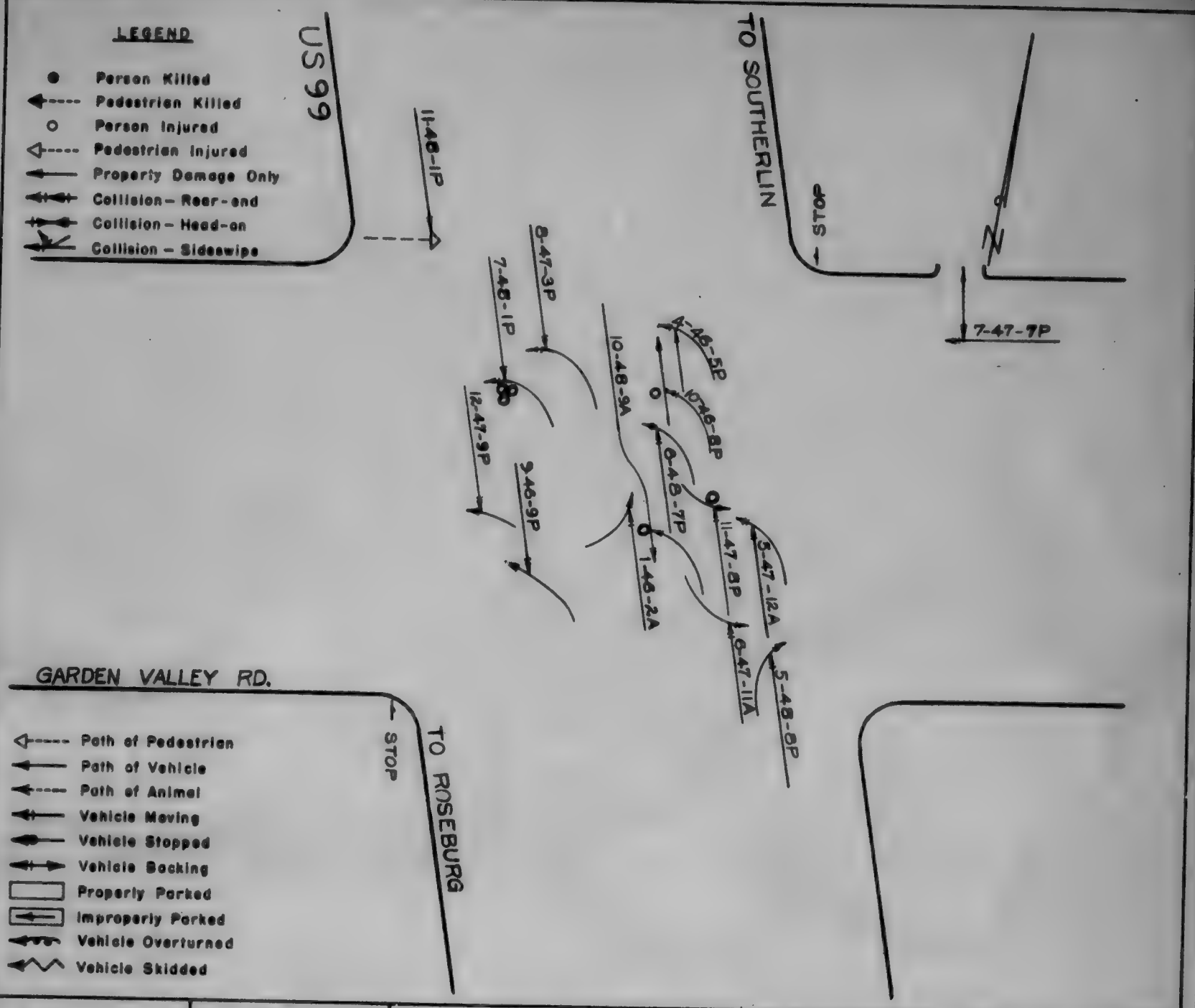
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of _____ County Douglas
Intersection of US 99 and Garden Valley Rd.
Highway Number 1
Period Covered 1-1-41 to 11-30-48
Compiled by RG Drawn by DG Date 1-12-49



Collision Type	1946				1947				11 mos 1948											
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head – on																				
Rear – end																				
Sideswipe																				
Turning Movement		1	3	4		1	4	5		2	2	4								
Parking																				
Non – collision																				
Fixed Object																				
Pedestrian										1		1								
Backing							1	1												
Misc.																				
TOTAL		1	3	4		1	5	6		3	2	5								

Form E – 261 — 2M — 11-48

S-14(8) Marks Ranch-Lone Rock Bridge 1949
Sec., North Umpqua Co. Road
#3227

RECEIVED
FOR FILING

S 14(2)

2227

January 22, 1952

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Douglas, a fully executed copy of a maintenance agreement between the State Highway Commission and Douglas County whereby the County agrees to maintain the Lawn Rock Bridge-Rock Creek Section on the North Umpqua County Road after contract work has been completed.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH
Enc. 1

RECEIVED
FOR FILING

1 file

January 17, 1952

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 309
Coos Bay, Oregon

Dear Mr. Chandler:

We are enclosing herewith 2 copies of a maintenance agreement with Douglas County whereby the County agrees to maintain the Lone Rock Bridge-Rock Creek Section on the North Umpqua County road after contract work has been completed, which requires your signature.

When you have signed this agreement please forward it to Mr. McIver, for his signature, in the stamped addressed envelope enclosed for your convenience. An envelope is also enclosed for Mr. McIver to return the papers to this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rm
enc.

FOR FILING

January 16, 1952

Memorandum to the Commission

Attached for your approval is the original and one carbon copy of a maintenance agreement with Douglas County whereby the County agrees to maintain the Lone Rock Bridge-Rock Creek Section on the North Umpqua County Road after contract work has been completed.

This project was approved by the Commission in the Secondary Federal Aid Program on July 17, 1951.

Secretary

FAQ:md
Attach.

I copies to engineer's room 131

RECEIVED
DEC 1 - 1951
FOR FILING

S-14(B)	
3727	
(CONTRACT NO.)	

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 14, 1951

(EST. NO.)	(CONTRACTOR)
3227	Dal R. Beebe Construction Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
---	---	---	---
21659	B-29684	$12,042.76	Dec. 13, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Extended to Aug.16,1951 without penalty

Completion Date: Aug. 16, 1951

Date Accepted: Nov. 8, 1951

Penalties: None of record

Claims: None of record

Remarks:

A time extension penalty was assessed for excess engineering cost but since there was no excess engineering no penalty was exacted.

Date: 12-14-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

DEC 14 1951

D B Taylor

NOTED ON CARD

12-14-51 gs

L

RECEIVED
DEC 5 '51
FOR FILING

8.14(2)

3227

December 5, 1951

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Edward T. Lynch, Attorney

Dear Mr. Lynch:

This acknowledges your letter of December 3, 1951 terminating the assignment given you by Del R. Beebe Construction Co. of monies earned by the company in connection with State Highway Contract No. 3227, described as the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road.

I wish to thank you for the information. We are correcting our records accordingly and hereafter payments to Del R. Beebe Construction Co. for work performed in connection with the subject job will be mailed direct to the contractor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Clifford H. Maison (2)
F. A. Query

Mr. Maison: Attached is a copy of Mr. Lynch's letter for your information.
HBG

Mr. Query: Mr. Lynch's letter is attached hereto. Please have Mrs. Lewis record it on the card and file in the contract. HBG

NOTED ON CARD
12-5-51 JK

UNITED PACIFIC
Insurance Company

Portland Office - 627 Board of Trade Building

Portland 4, Oregon

December 3rd, 1951

Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 106765 - Del R. Beebe d/b/a Del R. Beebe Construction Co. - State Highway Contract #3227

Gentlemen:

All money due to Del R. Beebe Construction Co. for work performed on State Highway Contract #3227, known as the Marks Ranch job near Glide, Oregon, in Douglas County, has been assigned to the United Pacific Insurance Company in accordance with an assignment executed by Del R. Beebe d/b/a Del R. Beebe Construction Co. and transmitted to your office on June 21, 1950.

It is now the desire of the United Pacific Insurance Company to terminate this agreement and you may accept this letter as formal release of such assignment.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

By /s/ Edward T. Lynch
Edward T. Lynch
Attorney-in-fact

ETzmo

(Seal)

COPY

NOTED ON CARD
12-5-51, JF

RECEIVED
DEC 3 1951
FOR FILING

2-14 (F)

3227

December 3, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State highway contract No. 3227 for work performed on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County was completed by the contractor, Del R. Beebe Construction Co., assigned to your Company, on August 16 and was accepted by the Highway Commission on November 8, 1951.

Final payment in the amount of $12,062.76 will be released to the contractor on or after December 13, 1951. The total contract amount is $313,769.80, of which amount $1,863.49 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD
12-3-51

November 28, 1951

NOTED
Harold C. Ayers

Honorable Carl C. Hill
Douglas County Judge
Roseburg, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

Contract No. 3227 with Del R. Beebe Construction Co. for grading and paving on the Marks Ranch-Lone Rock bridge section of the N. Umpqua County Road, FAS 253, Oregon Project S-14(8), was completed August 16, 1951, and accepted by the Highway Commission on November 8, 1951.

Under the terms of the maintenance agreement signed by the County on August 25, 1949, and by the State Highway Commission on September 21, 1949, the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, August 16, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
NOV 2 0 1951
FOR FILING

8 14 (2)

3227

November 23, 1951

Dal E. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 16 days, from July 31 to August 16, 1951, within which to complete your contract No. 3227 covering the Horse Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County.

The Highway Commission granted your request for an extension of time with the same penalty as provided in the previous extension. The previous extension of time granted to you was on the condition that the excess engineering cost incurred subsequent to September 30, 1950 be assessed as penalty, however, it now develops that there is no excess engineering cost so no penalty is actually involved. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

Hayman Asbury,
Resident Engineer

K. O. Smith,
Construction Engineer

NOTED ON CARD
11-23-51

RECEIVED
NOV 5 1951
FOR FILING

5-14(4)
3227

November 2, 1951

Oregon State Highway Commission

Gentlemen:

At the November, 1950 meeting of the Commission you granted an extension of time to the Del A. Beebe Construction Company from September 30, 1950 to July 31, 1951 on his Contract No. 3227, Marks Ranch-Lone Rock Bridge Section of the North Umpqua Federal-aid Secondary County Road. It was stipulated that excess engineering penalties be assessed against the contractor.

The work as of that time had to be shut down, as the paving work could not be performed until suitable weather in the spring of 1951. The paving subcontractor was J. C. Compton Company, and this Company began paving operations in early May of 1951 and had completed all but a very short section by June 23. A slide occurring on the short section not paved delayed the completion of this short section until early in August, so that the final completion date was August 16, 1951. Our analysis of the engineering costs indicates that there were actually no excess engineering costs, as the necessary pavement inspectors, checkers, et cetera would have been required if the work had been performed within the first time limit, so that performance of the work at a later date in this instance did not create additional expense. The engineering costs on the project were less than eight per cent, which is normal for a project of this nature. I am bringing this to your attention with a recommendation that we not attempt to assess excess engineering costs, as we cannot prove excess costs. There was, of course, a delay in the use of the road to the traveling public, but under our present forms of contract we cannot assess the penalty for this any more than we would pay a bonus for completion before the time limit.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. S. H. Probert

RECEIVED
OCT 10 1951
FOR FILING

8 14(8)
3227

October 24, 1951

Request for extension of time
No. 4
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Del R. Banks Construction Company for an extension of time on Contract No. 3227, Banks Rainie Rock Bridge Section of the North Umpqua County Road, from July 31, 1952 to August 16, 1951.

The contractor did not prosecute this project to the best of his ability, and, because of that fact, on November 9, 1950, the Commission granted an extension from September 30, 1950 to July 31, 1951, with the provision that excess engineering cost be assessed from September 30, 1950 to the date of completion.

I recommend that this request for extension be granted with the same penalty as provided in the previous extension. Mr. G. G. Falk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

EAP:sh hi
Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
OCT 1 9 1951
FOR FILING

8 14(8)
3227

October 3, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3227, Marks Ranch - Lane Rock Bridge Section of the North Umpqua County Road, Ore. 8-14 (8), from July 31st, 1951 to August 16th, 1951, to Del R. Beebe Construction Company, Contractors.

On October 23rd, 1950, you concurred in an Extension of Time on this Contract to July 31st, 1951, with the understanding that the engineering penalty would be assessed from September 30th, 1950 to the completion date.

Since the contractor did not prosecute to the best of his ability, I would recommend that the extension be granted with the continuation of the engineering penalty as mentioned above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

sh

RECEIVED
SEP 24 1951
FOR FILING

S-14(P)

3227

September 21, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Del R. Beebe Construction Co., assigned to the United Pacific Insurance Co., on contract No. 3227, for grading and paving on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County.

This payment, in the amount of $34,143.15, will be made to the contractor on or after October 1, 1951. The retained percentage is $12,000.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD
9-21-51

Form E-1—1086—4-51

§ 14(8)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 1, 1951, 19

Section Marks Ranch-Lone Rock Bridge

Kind of work Grading and Paving

Highway North Umpqua County Road

Section prefix 210-1040

Contractor Del R. Beebe

Contract number 3227

Date of contract Sept. 20, 1949, 19

Date of completion Sept. 30, 1950, 19

Date work started Sept. 29, 1949, 19

Estimated date of completion Aug. 16, 1951, 19

Amount of contract $305,272.20

Per cent of time elapsed All %

Estimated cost of completed project, exclusive of engineering $318,155.88

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $23,220.79, 7.6 %

Date project was completed Aug. 16, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office force worked all week on Semi-final. Semi-final estimate ready to be submitted with exception of "Statement of Materials and Employment" which is being held up pending information from contractor.

NOTED H. W. LIBBY

NOTED H. G. SMITH

RECEIVED SEP 4 1951 OFFICE OF CONSTRUCTION ENGINEER

NOTED B. A. MARTIN

Signed R. D. Asbury

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.32	5.32			5.32
Miles partially completed					
Miles completed	5.32	5.32			5.32
Total estimated quantities	203,000	63,580.5			14,045.76
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Clear		
Saturday			

STATE PRINTING DEPT. 48418

RECEIVED
AUG 20 1951
FOR FILING

S-14 (8)
3227

August 20, 1951

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This is to advise you that work was completed on August 16, 1951 on Contract No. 3227, Marks Ranch-Lone Rock Bridge Section, in connection with Federal Aid Project No. S-14 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By (sgd) W. C. W.

for W. C. Williams
Assistant State Highway Engineer

c.c.: John Cattrall

DBP:tp

RECEIVED
FOR FILING

S-114(8)

3227

July 9, 1951

Mr. M. H. Hawke (2)
Auditor
OFFICE

I attach hereto for your information and guidance a copy of a Power of Attorney given by Del R. Beebe to Spencer R. Collins or T. C. Orr, whereby Mr. Beebe authorizes either Mr. Collins or Mr. Orr to act in his behalf in connection with a number of construction projects, including State Highway Contract No. 3227, described as grading and paving the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County.

Secretary

HDG:ls
cc: R. H. Baldock
W. C. Williams
S. H. Probert
F. A. Emory

Noted on Card
7-9-51

SPENCER R. COLLINS & CO.
Certified Public Accountants
170 Eleventh Avenue, East
Telephone 4-6236
Eugene, Oregon

July 5, 1951

Oregon State Highway Department
Salem, Oregon

Gentlemen:

There is enclosed herewith, a copy of Power of Attorney whereby Del R. Beebe has appointed Spencer R. Collins or T. C. Orr to act on his behalf. This is being sent to you for your files and for your record, with particular reference to the construction estimates under contract No. 3227, known as "Ranch Job" now in progress near Glide, Oregon.

Yours very truly,

/s/ Spencer R. Collins & Co.

LLR:mas

Book 440 Page 536

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That DEL R. BEEBE, doing business as Del R. Beebe Construction Company, of Eugene, County of Lane, Oregon has made, constituted, and appointed, and by these presents does make, constitute, and appoint, Spencer R. Collins or T. C. Orr his true and lawful attorney or attorneys for him and in his name, place and stead, to make, execute, seal, deliver, negotiate, any instrument or deed or thing arising from any instrument, and to receive and receipt for money, warrants, checks, drafts, due or owing from any and all work completed or to be completed, to continue any and all work, to incur any indebtedness, to purchase any equipment, to enter into any rental agreement, to pay all amounts due, to accept payment for any and all accounts receivable, and to give receipt therefor, to mortgage, encumber, or sell any and all equipment or property, both real and personal, and to c ntinue and complete the following and other contracts, subcontracts, or agreements, both oral and in writing:

(1) Gaylord Construction Company, known as "Fern Ridge Recreation--Civil Eng. 35-06-50-254."

(2) Macco-Puget Sound subcontract at Boise, Idaho, under United States of America Department of Army, Corps of Engineers, Contract No. DA-45-164-eng-98, known as "Lucky Peak Dam."

(3) Newport-Kern-Kibbe subcontract job at Pendleton, known as "Campbell Ranch and Hollman Helix."

COPY

(4) United States of America under Contract No. DA-35-026-eng-157, knwon as "Lookout Point Dam job."

(5) Oregon State Highway Commission under Contract No. 3227, known as "Marks Ranch job" near Glide, Oregon.

(6) Equipment and labor rental jobs.

(7) Any and all contracts which would require personal signature for undertaking and completion.

GIVING AND GRANTED unto the said attorney or attorneys full power and authority to do and perform all and every act and thing whatsoever requisite and necessary to be done in and about the premises as fully to all intents and purposes as Del R. Beebe might or could do if personally present, hereby ratifying and con i rming all that said attorney or attorneys shall lawfully do or cause to be done by virtue of these presents.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, this 23rd day of October, 1950.

Signed, Sealed and Deliver
in Presence of:

/s/Margaret Olson

/s/ Del R. Beebe ( )seal)

STATE OF OREGON)
:
COUNTY OF MULTNOMAH)

I, John LIchty, a NOtary Public in and for said State, do hereby certify that on this 23rd day of October, A. D., 1950, personally appeared before me DEL R. BEEBE, to me known to be the individual described in and who

executed the within instrument, and acknowledge that he signed and sealed the same as his free and voluntary act and deed, for uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year this certificate first above written.

(Seal)

/s/ John Lichty

Notary Public, State of Oregon
My Commission expires: 10-12-54

RECEIVED
MAR 1 2 1951
FOR FILING

5-14(8)
8327

March 9, 1951

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

Gentlemen:

Mr. Lytle has referred to us your bill for installing a pipe at Station 854+69 on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road, Prefix 210-1040.

We must deny your claim for extra work on this pipe, inasmuch as it was merely a slight change in position from the one called for on the profile at Station 855, and there was no increase in cost. The estimated yardage in the two installations is as follows:

	Station 854+69	Station 855+00
18" Culvert Pipe	63 Feet	105 Feet
Structural Excavation in Rock	29.3 Cu. Yds.	30.7 Cu. Yds.
Total Structural Excavation	29.3 Cu. Yds.	47.1 Cu. Yds.

Since pipe locations on profiles are merely approximate and it is customary on all jobs to vary them considerably, we can see no reason why this should be handled as extra work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

RECEIVED
NOV 27 1950
FOR FILING

8-14(8)

3227

November 17, 1950

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 9, 1950, had under discussion your request for an extension of time of 304 days, from September 30, 1950 to July 31, 1951, within which to complete your contract No. 3227 for grading and paving on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County.

The Commission granted your above request with the provision that excess engineering cost be assessed from September 30, 1950 to the date of completion. I was also instructed to inform you that the Highway Commission, in arriving at its decision, considered but did not necessarily accept either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

Rayman Asbury,
Resident Engineer

H. O. Smith

NOTED ON CARD
11-17-50 gl

RECEIVED
OCT 27 1950
FOR FILING
2-14(8)
3227

October 25, 1950

Request for extension of time
No. 14
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Del M. Beebe Construction Company for an extension of time on Contract No. 3227, Burns Mamah-Lone Rock Bridge Section, from September 30, 1950 to July 31, 1951.

This project was awarded on September 20, 1949, and the Contractor commenced work on September 29, 1949. Inclement weather during the fall delayed the Contractor to a certain extent; however, he did not attempt to prosecute the work to the best of his ability. He closed down the grading work on December 10, 1949 and attempted no further grading until June 23, 1950. The crushed rock for the base and paving was produced early in the year, but no attempt has been made to place the asphaltic concrete.

I would recommend that the extension be granted with the provision that excess engineering cost be assessed from September 30 to the date of completion. Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

H. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

October 24, 1950 FAS-252

Honorable D. N. Busenbark
Douglas County Judge
Roseburg, Oregon

NOTED
J. W. CATTRALL

Dear Judge:

Enclosed please find four copies each of two real estate options. These contain the descriptions of land to be acquired in connection with the slide area on the Marks Ranch-Lone Rock Section of the North Umpqua County Road. Also included are two sketches showing the property to be acquired.

It would be appreciated if, after the County has secured the options or deeds, one copy of each be forwarded to me for our records.

If I can be of further assistance, please let me know.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

FORM E-20 3EM 8-50 42269

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

October 20, 1950

SUBJECT: Files: No. 16767
No. 16768
Marks Ranch-Lone Rock Bridge
North Umpqua County Road

To:
Mr. John W. Cattrall
County and City Relations Engr.

Dear Mr. Cattrall:

Attached hereto in quadruplicate are our option forms for a slide area on the Marks Ranch-Lone Rock Section of the North Umpqua County Road in Douglas County.

Mr. Lytle informed Mr. H. G. Smith by his letter of October 11, 1950, that the County would secure the needed land. A copy of Mr. Lytle's letter is attached hereto.

Also attached are two sketches showing the property required.

When the options or deeds have been secured, please have the County give us a copy for our file.

16767	William and Lula Updegrave	3.25 acres
16768	Harry and Adelaide B. Wallen	0.13 "

Very truly yours,

J. M. DEVERS

By Earl F. Saling

Earl F. Saling

EFS:tk

cc: Mr. Forrest Cooper

RECEIVED
OCT 23 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
OCT 25 1950
FOR FILING

S-14(8)

3227

October 23, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the clearing and grubbing of slide areas on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road Section in Douglas County, Contract No. 3227, in connection with the Federal Aid Project No. S-14 (8).

It is necessary to clear slide areas before removal for protection of roadway and cutbanks. The clearing is outside limits of clearing originally anticipated in the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.

RECEIVED
OCT 23 1950
FOR FILING

1-14(8)

October 20, 1950

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3227, Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road, Oregon S-14 (8), from September 30, 1950 to July 31, 1951 to Del R. Beebe Construction Company, contractor.

This project was awarded on September 20, 1949, and the contractor commenced work on September 29, 1949. Inclement weather during the fall delayed the contractor to a certain extent. However, he did not attempt to prosecute the work to his best ability. He closed down the grading work on December 10, 1949 and did not attempt any further grading until June 23, 1950. The crushed rock for the base and paving was produced early in the year, but no attempt has been made to place the asphaltic concrete.

I would recommend that the extension be granted with the provision that excess engineering cost be assessed from September 30 to date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

FORM E-20X 15M 6-49 22500

C O P Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1950

SUBJECT: R/W North Umpqua Hwy.

To:

H. G. Smith
Construction Engineer

Dear Sir:

We have run into quite a slide up near Little River and will require additional right-of-way, descriptions for which I am attaching.

I asked the County about this matter and it has indicated that it will secure this needed land. However, I thought it best to forward the descriptions for checking.

As a cure for this slide, it will be excavated on a flatter slope and it will require the removal of three or four thousand cubic yards. Drum was here yesterday and I had him go out and look at it and he concurred in my recommendation.

When you have checked these descriptions, will you please send a copy to the County Court.

Very truly yours,

K. D. Lytle /s/

K. D. LYTLE
Division Engineer

KDl;g

encs

RECEIVED
OCT 17 1950
FOR FILING

5-14(8)
5227

4-f
Aug 21-22

August 28, 1950

Douglas County Court
County Court House
Roseburg, Oregon

Gentlemen:

I presented to the State Highway Commission at its meeting last week your letter of July 24 in which you ask the Commission to bring pressure to bear on Contractor Del R. Beebe so as to insure completion of his contract this year on the North Umpqua Road.

You will be pleased to know that the Engineer has already written to Mr. Beebe demanding that he make better progress, and in response thereto it now appears that theproject will be entirely completed this year if favorable weather prevails so that the oiling work can be done.

Respectfully yours,

HBG/fm

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1950
FOR FILING
S-14(8)
3227

August 4, 1950

Oregon State Highway Commission

Gentlemen:

Mr. Glainger has referred to you a letter by the Douglas County Court, requesting that we attempt to speed up the progress of the Del R. Beebe Construction Company on the North Umpqua Road, in order to permit its completion this year. Mr. Williams had previously addressed a letter to Mr. Beebe, a copy of which is attached hereto, requesting an immediate improvement in progress.

We will obtain a later report just prior to the next Commission meeting, so that we can advise you as to the conditions at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

July 11, 1950

COPY

Mr. Del R. Beebe
P. O. Box 138
Eugene, Oregon

Dear Sir:

The weekly reports indicate that adequate progress is not being made on the Marks Ranch-Lone Rock Section of the North Umpqua County Road. It is imperative that this contract be paved by September 20. We, therefore, request that you place adequate personnel and equipment on the job and get it in shape so that the paving contractor can complete within the time limit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

Contract 3227

Marks Ranch - Lone Rock Bridge
etc. on N. Umpqua Douglas Co. Road.
Est #4 work done to 9-10-50 shows
$100,405.22 done out of 305,277.20 Contract or
approx 1/3 Complete. Completion date is set for
9-30-50

BEN G. ... COMMISSIONERS

July 24, 1950

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of July 24, 1950, relative to the progress of contractor Ial N. Poabe in connection with his contract No. 3227 for the improvement of the North Umpqua Road.

I shall bring it to the attention of the members of the State Highway Commission and the State Highway Engineer immediately.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY DIVISION

MEH:vm

cc - Commissioners
H. M. Babcock
H. C. Williams

...AGEE, COUNTY CLERK
...T. CARTER, SHERIFF
OLIVER L. JOHNSON, TREASURER
NED DIXON, ASSESSOR
KENNETH BARNEBURG, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ENGINEER
BEN B. IRVING, SURVEYOR
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER

COPIES TO COMMISSIONERS
Mr. Lock
Williams

D. N. BUSENBARK, COUNTY JUDGE
L. V. BECKLEY, COMMISSIONER
R. G. BAKER, COMMISSIONER
ROBERT G. DAVIS, DISTRICT ATTORNEY

AGENDA
JUL 21 1950
4-f

DOUGLAS COUNTY
ROSEBURG, OREGON

July 24, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

Reports have come to us that Mr. Beebe, Contractor on the North Umpqua Road, is unable to complete his contract on the section of road to Lone Rock, this year.

We know that he has started recently, but with inadequate equipment and personnel to get the job done. This will seriously injure Douglas County, for our old road will not hold up the winter and spring traffic. We have not planned on necessary rocking of the old road, as we have expected the new one to be completed. It is now too late to do that work, in addition to the other extensive road improvement that we are now engaged in.

Therefore, we are asking the Commission to insist upon the completion of the new road. We request the imposition of sufficient penalties upon Mr. Beebe or his bondsmen, if necessary, to insure completion.

This is of utmost importance to us and also to the possible war effort.

Very truly yours,

DOUGLAS COUNTY COURT

By D N Busenbark
Judge

By L. V. Beckley
Commissioner

By R. G. Baker
Commissioner

ACKNOWLEDGED
H. B. GLAISYER

DNB/G

S+C

RECEIVED
JUL 26 1950
FOR FILING

8-14-(8)

July 24, 1950

Mr. T. E. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the cleaning of a drainage ditch on the Marine Ranch-Lone Rock Bridge Section of the North Umpqua County Road, Contract No. 3227, in connection with Federal Aid Project No. S-14 (8).

During construction more drainage water has been put into this ditch than it will carry, and fields have been flooded. It is necessary to clean out and enlarge the ditch to take care of the additional water.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DMP:mw

Encl.

Files

3227

RECEIVED
JUN 28 1950
FOR FILING

8-14(8)

3227

Salem, Oregon
June 23, 1950

Mr. H. H. Hawks
Auditor

Dear Mr. Hawks:

Attached are two certified copies of an assignment by Dal R. Beebe to the United Pacific Insurance Company assigning estimates earned or hereafter to be earned on Contract No. 3227 for grading and paving on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua Douglas County Road. Also attached are two copies of a letter from the surety requesting that the assignment be honored and two copies of my letter dated June 22nd in reply to the surety.

One copy of the assignment should be forwarded to the Secretary of State and the other is for your files. The original copy has been retained in this office.

Mr. Devers has examined the assignment and has recommended that it be honored as long as the assignment appears to be completely within the provisions of the law.

Very truly yours

Secretary

FAQ:md
Attach.

NOTED ON CARD
6-23-50, gk

Mrs Lewis

6 copies

June 22, 1950

Mr. E. T. Lynch, Manager
Fidelity & Surety Department
United Pacific Insurance Company
627 Board of Trade Building
Portland, Oregon

Dear Mr. Lynch:

I acknowledge receipt of your letter dated June 21, addressed to the Oregon State Highway Commission and directed to my attention as Secretary to the Commission, the subject of which letter is Bond 106765, Contract No. 3227, Del R. Beebe Construction Company.

With your said letter, you sent an assignment made by Del R. Beebe in favor of the United Pacific Insurance Company, which assignment purports to cover all moneys heretofore earned or hereafter earned by said Construction Company pursuant to work performed under said construction contract.

Your attention is expressly called to the provisions of Section 100-119, O.C.L.A., which statute in all its effect and provisions must govern any action taken by the Commission or any funds disbursed under said contract in recognition of said assignment. In other words, no recognition given said assignment by the Commission and no moneys paid in response thereto shall in anywise limit or void the provisions of said statute.

Whenever it appears to the Commission that by payment of money in response to said assignment the rights protected by said statute are being violated or harmed, the Commission will immediately ignore the assignment and operate under the provisions of said law.

Yours very truly,

H. B. GLAISYER

Secretary

FRC

NOTED ON CARD
6-22-50, gl

cc - Beebe
Hawks - 2
Geary

This letter prepared by Mr. [illegible]

UNITED PACIFIC INSURANCE COMPANY

Portland Office - 627 Board of Trade Building

Portland 4, Oregon

June 21, 1950

COPY

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Subject: Bond #106765 Contract No. 3227 Del R. Beebe Construction Co.

Gentlemen:

We enclose herewith an assignment whereby Del R. Beebe Construction Company authorizes the State Highway Commission to make payment to the United Pacific Insurance Company of all future estimates and retainage in connection with State Highway Contract No. 3227. We shall appreciate acknowledgment of this assignment and confirmation from your office that payment will be made accordingly.

Yours very truly

/s/ E. T. Lynch

E. T. Lynch, Manager
Fidelity and Surety Department

ETL:lg
Enc.

6-22-50, gf

COPY

ASSIGNMENT

For and in consideration of the sum of One and No/100 ($1.00) Dollars, and other good and valuable considerations, the receipt of which is hereby acknowledged, the undersigned, Del R. Beebe, doing business as Beebe Construction Company, of Eugene, Oregon, does hereby assign, transfer, set over and convey to the United Pacific Insurance Company, a corporation, all of his estimates now earned or hereafter to be earned, as well as all retained percentages due and owing and hereafter to become due and owing from the State of Oregon, Oregon State Highway Commission, by reason of that certain contract number 3227 between the undersigned Del R. Beebe and the State of Oregon, Oregon State Highway Commission, for the completion of that section of highway known as the Marks Ranch Road job near Glide, Oregon, and which the United Pacific Insurance Company, under Bond No. 106765, issued its contract surety bond to the State of Oregon in the amount of $305,277.00, and the State of Oregon and its State Highway Commission is hereby authorized and directed to pay to the United Pacific Insurance Company and to such person or persons as it may direct and authorize all sums as they become due or are due by virtue of said contract and all work done thereunder or by reason thereof.

Dated at Eugene, Oregon, this 15 day of June, 1950.

/s/ Del R. Beebe
DEL R. BEEBE

ATTEST:

/s/ Leland E. Jepp

Copy received and accepted, this 22nd day of June, 1950.

STATE OF OREGON, OREGON STATE HIGHWAY COMMISSION

By /s/ H. B. Glaisyer

RECEIVED
APR 13 1950
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

MONTANA
OREGON 8-14(8)
IDAHO
WASHINGTON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 8-14(8)
Marks Ranch-Lone
Rock Bridge Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

...k 2 (Revised 1946)

...8pr. 7&71

State Oregon

Federal Aid Secondary Project No. S-14(8)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of February, 1950,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June 19 49, a program, which was approved on the 12th day of August, 19 49, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of September 19 49; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred thousand and 00/100

dollars ($200,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-3

UNITED STATES PRO RA
ARTICLE IV. The United States
actually put into the work cove

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 654+00 in the NE 1/4, Section 21, T. 26 S., R. 4 W., W.M., and survey station 937+50 in the SE 1/4, Section 17, T. 26 S., R. 3 W., W.M., except stations 856+82.7 to 859+34.2

, length 5.321 miles, in Douglas County, being Oregon Federal Aid/Secondary project No. S-14(8), consisting of 5.321 miles of roadway and no bridges, each of more than 20 feet clear span, of [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

Chapter 529, Laws ... made date and election of
... have been made available
... ARTMENT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred thousand and 00/100 dollars ($ 200,000.00), which does not exceed the authorized Federal pro rata share of three hundred thirty-five thousand eight hundred four and 92/100 dollars ($ 335,804.92), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
Secretary

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

By
Member, State Highway Commission
(Title of officer)

STATE HIGHWAY ENGINEER

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W K Hyneck
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

Cattrall

February 7, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

For your information, in our review of the Douglas County Court Resolution, North Umpqua County Road, it is noted the description reads from State Highway Engineer's Survey Station 654+00 westerly whereas it should be easterly. We have corrected our copies accordingly.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
FEB 3 1950
ENGINEER
COUNTY ROAD OPERATIONS

Oregon Project S-14(8)
AS Highway No. 253

RESOLUTION

WHEREAS, a County Road in Douglas County, State of Oregon, known as the North Umpqua County Road, is routed through the County of Douglas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Douglas County, the section adopted for improvement being more particularly described as follows; to wit:

From State Highway Engineer's Survey Station 654+00 in the N.E. 1/4 Sec., Sec. 21, T. 26 S., R. 4W., W.M. ~~Westerly~~ to State Highway Engineer's Survey Station 937+50 near the south end of the Lone Rock Covered Bridge in Sec. 17, T. 26S., R. 3W., W.M., a distance of 5.37 miles

---

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Douglas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Douglas County, Oregon, that no encroachments will be permitted on the county road, known

as the North Umpqua County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Douglas County, Oregon, this 25th day of August, 1949.

Attest:

Ray Agee
County Clerk

By D. H. Sumbardt
County Judge

By L. V. Bentley
County Commissioner

By P. G. Baker
County Commissioner

RECEIVED
APR 7 - 1950
FOR FILING

S-14(8)

February 3, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Marks Ranch-Lone Rock Bridge Section, Project No. S-14 (8).

Very truly yours,

S. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWilcox

Oregon State Highway Department

Federal Aid Secondary
Project No. S-14 (8)

MARKS RANCH-LOKE ROCK BRIDGE SECTION

OF THE SOUTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 3, 1950

Item Code 6201

Roadway (Sta. 654+20 to 937+50)

All Required		Clearing and Grubbing		$ 32,000.00
680	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,040.00
600	cu. yds.	Trench Excavation, Unclassified	3.00	1,800.00
128,200	cu. yds.	General Excavation, Locations "A", Unclassified	0.31	39,742.00
57,000	cu. yds.	General Excavation, Locations "B", Unclassified	0.31	17,670.00
444,500	yd. stas.	Short Overhaul	0.015	6,667.50
2,200	C-yd. stas.	Long Overhaul	0.60	1,320.00
11,200	lin. ft.	Rounding Cutbanks	0.25	2,800.00
5.32	miles	Finishing Roadbed and Slopes	437.50	2,327.50
500	lin. ft.	8" Perf. Metal Drain Pipe, Coated	2.02	1,010.00
60	lin. ft.	48" Corr. Metal Pipe, Protected Invert	16.23	973.80
170	lin. ft.	72" Corr. Metal Pipe, Protected Invert	28.64	4,868.80
320	lin. ft.	12" Concrete Pipe	1.81	579.20
1,730	lin. ft.	18" Concrete Pipe	3.48	6,020.40
190	lin. ft.	24" Concrete Pipe	4.54	862.60
90	lin. ft.	30" Concrete Pipe	6.60	594.00
200	lin. ft.	36" Concrete Pipe	8.34	1,668.00
110	lin. ft.	12" Ball and Spigot Concrete Siphon Pipe	1.84	202.40
50	cu. yds.	Rock or Gravel Backfill in Drains	4.43	221.50
170	lin. ft.	Salvaging Culvert Pipe	1.75	297.50
64,000	cu. yds.	Selected Roadbed Topping	0.46	29,440.00
138,000	yd. mi.	Hauling Roadbed Topping	0.13	17,940.00
9,200	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.75	25,300.00
1,500	M-gal.	Sprinkling	3.00	4,500.00
5.32	miles	Preparation of Base	100.00	532.00
600	cu. yds.	3/4" - 0" Material in Binder Course	4.00	2,400.00

100 tons	Furnishing and Placing RC-3 Asphalt in Binder Course	$40.00	$ 4,000.00
15,000 tons	Class "B" Asphaltic Concrete	6.50	97,500.00
		Subtotal	$305,277.20
		10% Engr. & Cont.	30,527.72
		Total	$335,804.92

Length of Roadway	5.321 miles
Length of Bridge (Exception)	.048 mile
Total Length	5.369 miles
Cost per mile, Roadway	$63,109.36

Federal Aid Funds	$200,000.00
State Funds	135,804.92
	$335,804.92

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

August 9, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Marks Ranch-Lone Rock Bridge Section, Project No. S-14 (8).

Six bid proposals and one set of full scale plans are being sent under separate cover.

The copies of right of way statement will be submitted later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWHand

Oregon State Highway Department

Federal Aid Secondary
Project No. S-14 (8)

MARKS RANCH-LONE ROCK BRIDGE SECTION

OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 9, 1949

Type Code 6201

Roadway (Sta. 654+00 to 937+50)

All Required		Clearing and Grubbing		$ 9,000.00
680	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,040.00
600	cu. yds.	Trench Excavation, Unclassified	3.00	1,800.00
128,200	cu. yds.	General Excavation, Locations "A", Unclassified	0.30	38,460.00
57,000	cu. yds.	General Excavation, Locations "B", Unclassified	1.00	57,000.00
444,500	yd. stas.	Short Overhaul	0.02	8,890.00
2,200	C-yd. stas.	Long Overhaul	0.50	1,100.00
11,200	lin. ft.	Rounding Cutbanks	0.15	1,680.00
5.32	miles	Finishing Roadbed and Slopes	500.00	2,660.00
500	lin. ft.	8" Perf. Metal Drain Pipe, Coated	2.25	1,125.00
60	lin. ft.	48" Corr. Metal Pipe, Protected Invert	15.00	900.00
170	lin. ft.	72" Corr. Metal Pipe, Protected Invert	30.00	5,100.00
320	lin. ft.	12" Concrete Pipe	2.00	640.00
1,730	lin. ft.	18" Concrete Pipe	3.50	6,055.00
190	lin. ft.	24" Concrete Pipe	4.50	855.00
90	lin. ft.	30" Concrete Pipe	6.50	585.00
200	lin. ft.	36" Concrete Pipe	10.00	2,000.00
110	lin. ft.	12" Bell and Spigot Concrete Siphon Pipe	3.00	330.00
50	cu. yds.	Rock or Gravel Backfill in Drains	5.00	250.00
170	lin. ft.	Salvaging Culvert Pipe	2.00	340.00
64,000	cu. yds.	Selected Roadbed Topping	0.60	38,400.00
138,000	yd. mi.	Hauling Roadbed Topping	0.15	20,700.00
9,200	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.75	25,300.00
1,500	M-gals.	Sprinkling	3.00	4,500.00
5.32	miles	Preparation of Base	200.00	1,064.00
600	cu. yds.	3/4" - 0" Material in Binder Course	4.00	2,400.00

100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	$40.00	$ 4,000.00
15,000	tons	Class "B" Asphaltic Concrete	6.50	97,500.00
			Subtotal	$334,674.00
			10% Engr. & Cont.	33,467.40
			Total	$368,141.40

Length of Roadway	5.321 miles
Length of Bridge (Exception)	.048 mile
Total Length	5.369 miles
Cost per mile, Roadway	$69,186.56

Federal Aid Funds	$200,000.00
State Funds	168,141.40
	$368,141.40

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

August 9, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

1950 Federal Aid Secondary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Douglas

FA or FAS Route No. FAS 253

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	89	S-14(8)	Marks Ranch to 1.8 mi. E. of Glide	Survey-Plans					
				Right-of-Way					
				Construction	350,000	200,000	150,000		Gr.Dr. 2-lane high type pavement
				Total	350,000	200,000	150,000	5.64	
Requested Revision	89	S-14(8)	Marks Ranch to Lone Rock Bridge	Survey-Plans					
				Right-of-Way					
				Construction	368,141	200,000	150,000		Same
				Total	368,141	200,000	150,000	5.369	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change: Terminated project at connection with present bridge instead of end of proposed bridge

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

RECEIVED
DEC 2 1949
FOR FILING

5-14(8)

3227

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 28, 1949

NOTED
W. C. WILLIAMS

SUBJECT: Property Damage
Beebe's Job
North Umpqua Road

To: W. C. Williams
Ass't. Highway Engineer

Dear Sir:

I have received a copy of George Neuner's letter, dated November 25th, with reference to damages to W. L. H. Osburne's house on the North Umpqua Highway.

I have already written Beebe relative to this matter but I hesitate to go further in telling him how to shoot this cut, inasmuch as I am no powderman and do not know what we should do to protect property. Beebe's attention has been called to the matter and I think it is something for his Insurance Company to look into. If we tell him how to shoot this cut, it might be wrong and we could get ourselves into trouble.

I will be glad to hear from you in regard to this matter in case you think we should take additional steps.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

ORCUTT, LONG & NEUNER
LAWYERS
UMPQUA SAVINGS & LOAN BLDG.
ROSEBURG, OREGON

A. N. ORCUTT
J. V. LONG
GEORGE W. NEUNER

November 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. W. C. Williams

Dear Mr. Baldock:

We are writing this letter on behalf of a client of this office, Mr. W. L. H. Osburne, Idleyld Route, Roseburg, Oregon. Mr. Osburne owns a substantial house on the north side of the North Umpqua River approximately one-fourth mile west of the Glide Bridge. At a point opposite his home and on the south side of the river, in conjuction with the present highway contract, the State's contractor, who we understand is Del R. Beebe, did on last Saturday, November 19, set off a very substantial blast which has caused damage to Mr. Osburne's house.

It would seem that his house which, although approximately an eighth of a mile to the north, is on the same rock ledge or is on a fault or some other geological formation which rather readily transmits the effects of the blast.

In his house on the second story there was approximately five square feet of plaster shook loose, in addition, there were small chips of plaster in other parts of the house. The strips on two front panel windows were jarred loose, in the sink a slab on the rear was jammed loose.

Upon information concerning this matter, we contacted Mr. Lytle who very kindly stated that he would get in touch with the resident engineer which we assume has been done. Mr. Osburne has contacted the contractor superintendent, a Mr. Hank Wright, who did not seem to be interested in his problem. Wright stated that they were planning some large and heavy blasts in the same area somewhat later or not later than early next spring.

Mr. Osburne, we believe, is more than reasonable and does not at this time care to make any issue of the damage which has already been done to his home. It is, however, a substantial home and has a basement or cellar which is water tight and which it is feared may be damaged by any substantial blasts.

Copy sent to United Pacific Ins Co.

This letter is being written, however, to notify you as well as the contractor of the real probability of substantial damage to Mr. Osburne's home in the event of future blasts of similar nature. If future blasts of a similar nature are indicated, we shall advise Mr. Osburne to either seek an injunction or to take such other legal procedure as appears available to him. We sincerely hope that this will not be necessary but it is a matter of grave concern to our client and we feel obligated to protect his interests in the matter.

It would be appreciated if you would forward a copy of this letter to Mr. Beebe's bonding company whose name we do not have. We would likewise appreciate your acknowledging receipt of this letter at your early convenience.

Very truly yours,

ORCUTT, LONG & NEUNER

By Geo W Neuner

GWN/bm

cc: K. D. Lytle
State Highway Dept.
Roseburg, Oregon

Del R. Beebe Construction Co.
Roseburg, Oregon

RECEIVED
NOV 28
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1949
FOR FILING

S-14 (9)
1227

October 7, 1949

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 1227, which was awarded to you on September 20, 1949 by the State Highway Commission, for grading and paving on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/7 g.l.

RECEIVED
OCT 3 1949
FOR FILING

8-14(8)
3227

September 30, 1949

Mr. T. K. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on September 29, 1949 on Contract No. 3227, Marion Ranch-Lone Rock Bridge Section, in connection with Federal Aid Project No. S-14 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP/ga

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 27, 1949

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are four duly executed copies of a maintenance agreement in connection with Federal Aid Project No. S-14(8), Marks Ranch-Long Rock Bridge Section of the North Umpqua County Road in Douglas County.

Also enclosed are four signed copies of an encroachment resolution for the above project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrell
Acting Engineer,
County and City Relations

JWC:MM
Encl.

cc: Mr. J. W. Nash

RECEIVED
SEP 26 1949
FOR FILING

S 4(8)
3227

September 26, 1949

Mr. R.H. Baldock

Attached hereto are three unexecuted copies of a Maintenance Agreement with Douglas County covering the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road. These are for transmittal by you to the Maintenance Department.

The original of this agreement has been retained in this office for the Commission's files, five fully executed copies have been sent to Mr. John N. Cattrall and one fully copy has been sent to the Douglas County Court.

Secretary

rm
attachs 3

RECEIVED
SEP 26 1949
FOR FILING

Salem, Oregon
September 26, 1949

Mr. John W. Cattrall
Acting County & City Relations Eng'r

Attached hereto, for further handling by you, are five fully executed copies of a maintenance agreement with Douglas County covering the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road.

The original of this agreement has been retained in this office for the Commission's files, three unexecuted copies have been sent to Mr. Baldock for transmittal to Maintenance Department and one fully executed copy has been mailed to the County Court of Douglas County.

Secretary

rn
attach: 5

Oregon Project S-14(8)
F.A.S. Highway No. 253

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Douglas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 9.37 miles of the Federal Aid Secondary Highway No. 253 from State Highway Engineer's survey station 654+00 in the N.E. 1/4, Sec. 21, T. 26 S., R. 4W., W.M. westerly to State Highway Engineer's Survey Station 937+50 near the south end of the Lone Rock Covered Bridge in Sec. 17, T. 26 S., R. 3W., W.M. known as the North Umpqua County Road, and to be designated as Oregon Project No. S-14(8), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County agrees to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such additional width or widths of right of way as may be required for cut and/or fill slopes.

Oregon Project S-14(8)
F.A.S. Highway No. 253

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Douglas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 5.37 miles of the Federal Aid Secondary Highway No. 253 from State Highway Engineer's survey station 634+00 in the N.E. 1/4, Sec. 21, T. 26 S., R. 4W., W.M. westerly to State Highway Engineer's Survey Station 937+50 near the south end of the Lone Rock Covered Bridge in Sec. 17, T. 26 S., R. 3W., W.M. known as the North Umpqua County Road, and to be designated as Oregon Project No. S-14(8), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County agrees to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such additional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

5. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

6. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon the relocated section or sections of the proposed road.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 26th day of August, 1949, and the Highway Department on the 21st day of September, 1949.

County Court of Douglas County

Attest: Roy Agee
County Clerk

By D. N. Brumbaugh
County Judge

By L. V. Bunker
County Commissioner

By R. G. Baker
County Commissioner

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Attest:
Secretary

By
As Chairman

By
As Commissioner

By Edward Reynolds
As Commissioner

APPROVED AS TO FORM AND LEGALITY
Chief Counsel

FILED
SEP 26 1949
FOR FILING

September 26, 1949

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of your County, one fully executed copy of a Maintenance Agreement between Douglas County and the Oregon State Highway Commission covering the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road.

Youre very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
SEP 23 1949
FOR FILING

8 14 (8)
3227

September 23, 1949

Del R. Beebe Construction Company,
P. O. Box 138
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 20, 1949, awarded you the contract for the Marks Hamsh-Lone Rock Bridge Section of the North Umpqua County Road. This award was based on your low bid of $305,277.20 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert

RECEIVED
FOR FILING

OREGON DISTRICT
S-14(8)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-14(8), Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road to Del R. Beebe, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
DEC 13 1949
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
By Asst. Chief Engr.

Dear Sir:

P.S.& E. documents for Oregon Project No. S-14(8), Marks Ranch - Lone Rock Bridge Section of the North Umpqua Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit copies of the usual maintenance and encroachment resolutions by the County Court.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED

Salem, Oregon
August 26, 1949

FAS 253
Douglas Co.

Mr. W. C. Williams
O F F I C E

5-14(8)

Enclosed for presentation to the Highway Commission are five copies of a maintenance agreement, executed by the County Court, between the State Highway Department and Douglas County covering the Marks Ranch-Lone Rock Bridge Section of the N. Umpqua County Road, F.A.S. Highway No. 253.

Also enclosed are three unexecuted copies of this agreement to be forwarded to the Maintenance Department after the agreement has been executed by the Commission.

John W. Cattrall
Acting Engineer,
County and City Relations

NOTED
J. W. CATTRALL
By: John F. Hagemann
Field Engineer

JFH:MM
Encl.

RECEIVED
AUG 2[illegible] 1949
FOR FILING
S-14(8)

August 26, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of August 17, concerning specifications for the Harlo Ranch-Lone Rock Bridge Section, Project No. S-14 (8).

Test reports for materials available from "Oliver Bar" and the quarry at Station 942, were mailed August 22.

Plasticity index requirements have not been specified for materials to be used in selected roadbed topping for the reason that we are giving the contractor no option in the selection of the material.

Tests of the materials specified for use show the plasticity index to be nought nought.

Very truly yours,

R. H. Baldock
State Highway Engineer

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

August 17, 1949

REFERRED TO
Folder
By Asst. Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received the advance plans for Oregon Project No. S-14(8), Marks Ranch - Lone Rock Bridge Section of the North Umpqua Highway, and request that test reports indicating the plasticity index etc. of the material proposed for use from the "Oliver Bar" and the quarry at Station 942 be submitted prior to our authorization to advertise.

As the 12" to 18" of selected topping proposed is in effect the base course for the pavement, it is considered desirable to provide that this material meet the requirements set forth in the "Miscellaneous Provisions" under "Plasticity Index Requirements".

Very truly yours,

T. M. DAVIS
District Engineer

Oliver Bar
Abrasion - 19.3
P. I. = 0
Liquid Limit - 20 to 26

RECEIVED
AUG 18 1949
HIGHWAY COMMISSION

August 24, 1949

Honorable D. N. Busenbark
County Judge, Douglas County
Roseburg, Oregon

Dear Sir:

The State Highway Commission is planning to call for bids, on September 19 or 20, for a grading and paving project on the Marks Ranch-Lone Rock Bridge Section of the N. Umpqua County Road in Douglas County (Federal Aid Project No. S-14(8)).

In connection therewith, the Federal Government requires that the County adopt a standard form of encroachment resolution; also a standard agreement in which the County agrees to maintain the section of road after the construction work has been completed.

Enclosed are seven copies each of an encroachment resolution and a maintenance agreement to be executed by the County Court of Douglas County. After the maintenance agreement has been signed by the County Court and attested by the County Clerk, please return all seven copies to this office. A duly executed copy will be returned for the County's records after execution by the Highway Commission. Retain one copy of the encroachment resolution for the County's records and return six signed copies to this office.

As the contract cannot be awarded until the agreement and resolution have been adopted, it would be appreciated if they could be executed and returned not later than September 2, 1949.

Also enclosed is a copy of the plans and specifications for the above project.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CATTRALL

By: John W. Cattrall
Acting Engineer,
County and City Relations

JWH:MM
Encl.

RECEIVED
SEP 29 1948
FOR FILING

8-14-181

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1948

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Douglas

L

The matter of expenditure of $350,000 on the North Umpqua County Road in Douglas County (3.9 miles from Marks Ranch to Glide) has been discussed with the County Court in accordance with your instructions.

The Court approves this project and has indicated willingness to purchase necessary rights of way. The Court will confirm this by a letter to Mr. Baldock in the near future.

Forrest Cooper
Engineer, County and City Relations

FC:MM

RECEIVED
DEC 27 1948
FOR FILING

ROY HUBBEE, COUNTY CLERK
O. T. CARTER, SHERIFF
[illegible], TREASURER
NED DIXON, ASSESSOR
LULA C. GORRELL, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ROAD MASTER
BEN B. IRVING, SURVEYOR
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER

D. N. BUSENBARK, COUNTY JUDGE
H. B. ROADMAN, COMMISSIONER
L. V. BECKLEY, COMMISSIONER
H. A. CANADAY, DISTRICT ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF
EACH MONTH

DOUGLAS COUNTY
ROSEBURG, OREGON

December 21, 1948

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Answering your letter of December 1st, re Rights of Way on the North Umpqua Road.

The County Court herewith agrees to comply with the requirement that the county acquire the necessary right of way for that road.

Very truly yours,

DOUGLAS COUNTY COURT

By D. N. Busenbark
Judge

By [illegible]
Commissioner

By L. V. Beckley
Commissioner

DNB/G

NOTED
W. C. WILLIAMS

RECEIVED
DEC 2 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 1948
FOR FILING

Const
R/W
A. Rands
North Umpqua

December 1, 1948

County Court of Douglas County
Roseburg, Oregon

Gentlemen:

In considering the construction program for the years 1949 and 1950, the Highway Commission is considering, among other projects, the grading and surfacing of the Marks Ranch-Glide Section of the North Umpqua County Road, which is FAS No. 253. This section is 3.9 miles in length, and the estimated cost of construction is $350,000.

As this road is not on the State Highway System, the Commission will consider its improvement with State and Federal funds only in the event that necessary rights of way will be acquired by the County without cost to the State. A minimum 60-foot right of way will be required on existing locations. Where a new route is selected, requiring the purchase of all new rights of way, the minimum right of way required would be 80 feet, but existing rights of way with a minimum of 60 feet will be accepted on existing roads, unless additional width is necessary for slopes or drainage.

Mr. Forrest Cooper, City and County Relations Engineer, or his representative, will contact you shortly and go over the project and endeavor to answer any questions you may have with regard to the project. After this visit, would appreciate an answer from you.

Very truly yours,

NOTE
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer

cc: Forrest Cooper

15-1019 Siskiyou Slide Correction, 1949
Pacific Hwy.
#3228

RECEIVED
AUG 17 1950
FOR FILING

15-10-19

3228

3228

August 16, 1950

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have today received a letter from the Secretary of State advising that his office has received a notice of satisfaction of the claim of Loren O'Neal against Oscar E. Joelson in the amount of $2,800. This is the claim concerning the receipt of which we notified you on March 18, 1950, and again on June 26, 1950.

This information is provided as the Great American Indemnity Company appears as surety on the bond executed in connection with Contract 3228.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

NOTED ON CARD
8-16-50 mg

3225 Misc Files

August 16, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

We acknowledge with thanks your letter of August 14 advising that you have received a notice of the satisfaction of the claim of Loran O'Neal against O. E. Joelson in the amount of $2,800, your file No. 3220.

This claim was filed in connection with State Highway Contract 3228.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-14-50 JC

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 14, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We received today from Dudley C. Walton, attorney a notice of the satisfaction of the claim of Loran O'Neal, against O. E. Joelson and the Great American Indemnity Company, surety.

This claim was in the amount of $2,800.00 and filed in this office June 26, 1950, our file number 3220.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

REFERRED TO Miss Lewis
BY SECRETARY
Please note and return

NOTED ON CARD
8-15-50

RECEIVED
AUG 15 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1950
FOR FILING

15-1019

OREGON STATE HIGHWAY COMMISSION

July 10, 1950
(Date)

2228 (Contract No.) 6-final (Est. No.) Oscar E. Jealsen (Contractor)

Voa. No:	Warrant No:	Amt: $	Date:
10877	377587 ✓	815.35 ✓	7/10/50

~~Date:~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

~~Completed:~~ ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUL 14 1950

7-14-50 gl

OREGON STATE HIGHWAY COMMISSION

July 10, 1950
(Date)

3228 (Contract No.)	6-final (Est. No.)	Oscar E. Joelson (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
10877	377587	815.35	7/10/50

~~Date:~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Nov. 30, 1949

ACCOUNTING DIVISION

Completed: Dec. 30, 1949

Contract Accepted: April 25, 1950

Time Extensions: Extended to Dec. 30, 1949 without penalty

Penalties: None of Record

Claims: Claim filed by Loran O'Neal in the amount of $2,800.00 for equipment rental.

Remarks:

Date: July 13, 1950

Accounting Division:

Release of the above warrant is hereby authorized: by instruction of J.M.Devers

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JESSE S. PHILLIPS,
FOR FILING
15-1019
DANIEL McPEAK
ALFRED W. HILLSACK
MANAGERS

Files

GUSTAV F. MICHELBACHER,
PRESIDENT

Great American
Indemnity Company
New York

GEORGE E. KELLY
ASSISTANT MANAGER

PACIFIC DEPARTMENT
320 CALIFORNIA STREET
SAN FRANCISCO 26

OREGON CLAIM DEPARTMENT
408 FAILING BUILDING
ATWATER 7808

PORTLAND 4, OREGON

July 5th, 1950

Oregon State Highway Commission
Salem, Oregon

Attention- Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Your letter of June 28th, 1950 addressed to the Wells-Reed Insurance Agency has been handed to me for acknowledgement and reply.

Mr. O'Neal, through his attorneys, made demand upon Mr. Joelson some time ago. We contacted Mr. Joelson who informed us that he did not owe Mr. O'Neal the amount demanded.

Mr. Joelson has said he is fully prepared to go to court about the matter and is quite willing to do so. Under the circumstances, we feel we must abide by Mr. Joelson's decision.

Thank you for your courtesy in providing us with a copy of the lien which was filed.

Very truly yours,

W H Gardner

W. H. Gardner

WHG/B

RECEIVED
JUL 6 1950
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Mr. Hurd
BY SECRETARY
with us

NOTED ON CARD
7-6-50 E. J. [illegible]

RECEIVED
JUN 29 1950
FOR FILING

15-1019

3228

Files
3228

Chas Lewis

June 28, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of June 26 to which was attached three copies of a claim filed with your office by Loren O'Neal against Oscar E. Jeelson for equipment rental in the sum of $2,800.

This claim is in connection with State Highway Contract 3228 held by Mr. Jeelson for slide correction work on the Siskiyou Section of the Pacific Highway in Jackson County and bears your file No. 3220.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mk

NOTED ON CARD
6-28-50 JC

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 26, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Davis, Walton & Richmond, attorneys, Portland, and filed as of this date a notice of claim by Loran O'Neal, for equipment rental furnished in the sum of $2,800.00, against the bond taken from O. E. Joelson, principal and The Great American Indemnity Company, surety, for work on state Highway Commission No. 3228, our file number 3220.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

RECEIVED
JUN 28 1950
HIGHWAY COMMISSION

NOTED ON CARD
6-28-50 gf

RECEIVED
JUN 29 1950
FOR FILING

15-1019

3228

June 28, 1950

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached hereto is a copy of a claim filed with the Secretary of State by Leran O'Neal against Oscar E. Joelson for equipment rental in the sum of $2,800. This claim has been filed in connection with Mr. Joelson's operations on State Highway Contract 3228 for slide correction work on the Siskiyou Section of the Pacific Highway in Jackson County. This apparently is the same claim concerning which we advised you on March 22, 1950.

This information is provided as the Great American Indemnity Company appears as surety on the bond executed in connection with Contract 3228.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Encl.
Attach.

cc - Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

NOTED ON CARD
6-28-50 JK

COPY

NOTICE

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN That the undersigned, Loran O'Neal, has a claim for equipment rental in the sum of Two Thousand Eight Hundred Dollars ($2,800.00), against the bond of O. E. Joelson as principal and The Great American Indemnity Company as surety, taken for O. E. Joelson for indemnification of the State of Oregon and all persons doing work for O. E. Joelson under general contract of the State Highway Commission No. 3228.

LORAN O'NEAL
LORAN O'NEAL

By: DUDLEY C. WALTON, AGT.
DUDLEY C. WALTON, Agent

Roseburg, Oregon

June 23, 1950

ENDORSED:
File Number 3220
Filed June 26, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
3 - 1950
FOR FILING

15-1019

3228

May 3, 1950

Wells-Reed Insurance
512 Failing Building
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3228, covering slide correction on the Siskiyou Section of the Pacific Highway in Jackson County, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $815.35 will be made on or after May 13, 1950.

Our records do not show any outstanding claims against this job except the one filed by Loran O'Neal for equipment rental, of which you have been previously notified, amounting to $2800. This claim is disputed by the contractor who has sent Mr. O'Neal a check in the amount he believes to be right, however, a release has not been received as yet.

For your information we wish to advise that the total contract amount is $27,178.49, and that no force account work was performed on the project. This contract was completed December 30, 1949 and accepted by the Commission April 25, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

5-3-50, gf

RECEIVED
MAY 1 - 1950
FOR FILING

15-1019
3228

May 1, 1950

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 25, 1950, had under discussion your request for an extension of time of 30 days, from November 30 to December 30, 1949, within which to complete your contract No. 3228 covering slide correction on the Siskiyou Section of the Pacific Highway in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
5-1-50 gl

RECEIVED
APR 10 1950
FOR FILING

15-1017
3228

April 4, 1950

Request for extension of time
No. 2
April 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Oscar E. Jonlson for an extension of time on Contract No. 3228, Siskiyou Slide Correction Section of the Pacific Highway, from November 30, 1949 to December 30, 1949.

Because of extremely heavy traffic through this section, the contractor was not able to progress as rapidly as he had anticipated. Also, bad weather prevented the utilization of the night shift on this project.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc W. C. Williams
H. G. Smith

hi

RECEIVED
MAR 27 1950
FOR FILING

15-1019

3228

March 22, 1950

Wells, Reed & Hutchings
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have a letter from Leran O'Neal, 1943 Beacon Way, Roseburg, Oregon, dated March 18 in which he advises that Mr. O. E. Joelson owes him $2,800 for rental of equipment leased to Mr. Joelson during the months of October, November and December, 1949. He advises that the equipment was used on a slide correction job on Highway 99 south of Ashland. This appears to be our Contract No. 3228 with Mr. Oscar E. Joelson for slide correction work on the Siskiyou Section of the Pacific Highway in Jackson County.

This information is provided as the Great American Indemnity Company appears as surety on the bond executed in connection with Contract 3228.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Great American Indemnity Company
1 Liberty Street
New York 5, New York

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Noted On Card

3-22-50 jgf

RECEIVED
MAR 27 1950
FOR FILING

3228

15-1019

3228

March 22, 1950

Mr. Loran O'Neal
1943 Beacon Way
Roseburg, Oregon

Dear Mr. O'Neal:

We have your letter of March 18 in which you advise that during the months of October, November and December, 1949, your leased equipment to O. E. Joelson for use on a slide correction job and that he still owes you $2,800. This appears to be in connection with our Contract No. 3228 with Oscar E. Joelson for slide correction work on the Siskiyou Section of the Pacific Highway in Jackson County, which job was completed December 30, 1949 but to date has not been accepted by the Commission. The Great American Indemnity Company, whose agent in this instance is Wells, Reed & Hutchings, 412 Failing Building, Portland 4, furnished the contract bond on this job.

The State makes no attempt to determine the validity of claims filed against contracts, but they are recorded in our records and we notify the surety and the contractor of their receipt. Such procedure will be followed in this case.

If you wish to protect your claim for a period longer than six months after the job is completed and accepted by the Commission, it is suggested that it be filed with the Secretary of State. For your convenience in so doing we are enclosing a excerpt from the Oregon Laws outling the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
3-22-50, JC

Loran O'Neal
1943 Beacon Way
Roseburg Oregon

March 15, 1950

H.B. Glaiser
Secretary Highway commission
Salem Oregon

Dear Sir- For the month of October, November and December of 1949, I leased equiptment to, O.E. Jackson of Eugene, for use on a slide correction job on highway 99 south of Ashland.

For the rent of this equiptment he still owes two thousand eight hundred dollars, $2,800.00,

could you assist me to collect this, if not will you give me the name of his, bonding company.

Thank you very much

Loran O'Neal

RECEIVED
MAR 17 1950
FOR FILING

15-1019

3228

March 17, 1950

Great American Indemnity Co.
Wells-Reed Insurance, Agent
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on contract No. 3228, covering slide correction on the Siskiyou Section of the Pacific Highway in Jackson County. This payment, in the amount of $1,789.94, will be made on or after March 27, 1950. The retained percentage is $815.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD
3-17-50 gf

RECEIVED
JAN 18 1950
FOR FILING

15-1019

3228

January 17, 1950

Great American Indemnity Company
Wells, Reed & Hutchings, Agents
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Oscar E. Joelson a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3228 for Slide Correction on the Siskiyou Section of the Pacific Highway, in Jackson County. This payment, which is in the amount of $3,058.63, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $760.00. The present payment to the contractor will be made on or after January 27, 1950.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

WW

cc - Great American Indemnity Co.
1 Liberty Street
New York 5, N.Y.

NOTED ON CARD
1-17-50 GP

Form E-1—SM—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 31, 1949

Section Siskiyou — Kind of work Slide Correction

Highway Pacific — Section prefix 15-1019

Contractor Oscar E. Joelson — Contract number 3228

Date of contract Sept. 3, 1949 — Date of completion Nov. 30, 1949

Date work started Oct. 3, 1949 — Estimated date of completion Dec. 30, 1949

Amount of contract . . . . . $ 27,915.00 — Per cent of time elapsed ____ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 30,695.60

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 930, 3.0 % — Date project was completed December 30, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Removed cushion material which was placed on oiled roadbed before shooting.

RECEIVED

NOTED
RAY WEBER

Signed W. B. MERRILL, Res. Engr. By Galen King

Address Medford, Oregon

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.12				
Miles partially completed					
Miles completed					
Total estimated quantities	22,000				
Estimated quantities moved or placed to date	22,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 1 ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Snow		
Friday	Cloudy		
Saturday	"		

RECEIVED
JAN 3 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 32871

RECEIVED
OCT 13 1949
FOR FILING

15-1019
3228

October 12, 1949

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3228, which was awarded to you on September 20, 1949 by the State Highway Commission, covering slide correction on the Siskiyou Section of the Pacific Highway in Jackson County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/12, 1949

RECEIVED
SEP 30 1949
FOR FILING

Salem, Oregon
September 26, 1949

Mr. E. A. Collier

Referring to my letter to Mr. Baldock under date of August 17, he is unwilling to request an additional $25,000 for slide correction at M. P. 337.1 on US99.

Please include this item in the 1950 budget.

W. W. Stiffler

WWS:er

FORM E-60 REV 1-49 5000B

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1949

SUBJECT:

To: Mr. W. W. Stiffler

Reference is to your letter of August 17, concerning the slide at M.P. 337.1 on US99 in the Siskiyou Mountains. Please arrange to put this item in the budget for next year--not now.

R. H. Baldock

RHB:hi

NOTED
W. W. STIFFLER

AUG 18 1949

FOR FILING

Maint
file

Salem, Oregon
August 17, 1949

Mr. R. H. Baldock

We have two major slides on the Pacific Highway in the Siskiyou Mountains. The larger is in the Construction Budget and the other one is at M.P. 337.1, approximately one mile south of the summit. We plan to repair or correct this this year under our General Maintenance Budget.

This slide has moved two or three times since the original fill slip-out. With regular maintenance funds, we have cleared out and moved all moving material down to bedrock, which is approximately 70 feet below the highway surface. In fact, the slide is ideally prepared for the installation of a perous drain and to backfill the same with rock for a height of 15 or 20 feet at least, and thence to complete the backfill before this preparatory work is interferred with or destroyed by the fall rains.

The problem is now a lack of funds to complete the work.

Mr. Collier transferred funds from his Slide Removal Budget to take care of the expense of constructing an O-11 surface treatment which was not in the current budget.

We estimate that approximately 30,000 cubic yards is required to backfill the slide, roughly estimated at 8,000 to 10,000 cubic yards of rock, the balance to consist of earth or talus, roughly estimated to cost between $20,000 and $25,000.

It would be impossible for a contractor to start before November 1, if the work were performed by contract. It can be done by state forces starting September 1, with your approval of this overrun of the maintenance budget in the amount of $25,000.

W. W. Stiffler

WWS:er

cc: E. A. Collier

FORM E-00 2M 1-49 20063

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 12, 1949

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
O F F I C E

Dear Mr. Stiffler:

I made a trip through Bromley's division this week and some of the observations may be of interest. There has been a very material improvement in road surface conditions since spring. The Pacific Highway, in general, was very good throughout. Nash was placing an O-11 on the Siskiyou section and expected to finish it today.

The big slide at the Siskiyou Station has not moved now for eight months. You will remember previously we have had to raise this fill every few months for many years. Our drain tunnel and shooting of the rock just above the tunnel has apparently had a beneficial effect. It is also possible that the very dry summer has helped.

Drove over the Grants Pass-Applegate-Medford Secondary; from Grants Pass to Murphy, six miles shows some roughness and shoving. It should have a DO-30 next summer and quite a little section crew patching for roughness this winter.

On the Williams Secondary, the upper three miles was not in very good condition. It had a light oil job several years ago and is being subjected to considerable log haul. The contractor was getting ready to oil a section on the hill west of Jacksonville. Otherwise, this secondary was in excellent condition.

The Green Springs Highway was in good condition and travel appeared to be light. The big mill at Lincoln was not operating although a small mill was running. There is about five miles near Lincoln which should have a re-oil next year. On the old Pacific Highway, from Ashland to Green Springs Junction, an O-30 was recently placed because the old pavement was showing considerable ravel and distress. This section looked very good. Our old maintenance station

NO FILE
W. W. STIFFLER

on the Green Springs is quite small and if the mill at Lincoln continues shut down, we might have an opportunity to acquire some property and cabins at a reasonable price. There is an excellent school there and it might be a better location than our present site.

The Little Butte Secondary was in good condition and on the Crater Lake from the end of the concrete pavement, there was three or four miles towards Trail that showed distress from log trucks. This section should have a concrete pavement as it will be subjected to heavy log haul for many years. In case it is not resurfaced, we plan to do some heavy plant patching on it next year. This is a temporary expedient only, however.

On the Tiller Trail, the first five miles was in excellent condition. The next two or three miles had recently been patched out. We saw a few potholes which will be all patched out this week, however, the section of road around Deadhorse Canyon is very narrow and weak and hard to maintain and the section near the summit is weak and perhaps one-fourth mile has gone back to gravel. There is practically no maintenance rock left on the Tiller Trail in Jackson County.

At our section headquarters at Evergreen Ranch, we have two familys living in two rather cheap cabins we moved two or three years ago. They have no water and have to haul it in barrels about 1700 feet from a spring. Also, these cabins are single construction and should be sealed inside if it is necessary for men to live there. There is a site at Prospect that I would like to start clearing and plan to build a shed and two or more cabins next year. Our shed at Evergreen Ranch is very poor and anyone could get into it by pulling off a board. Bromley has suggested that we place 1700 feet of one inch pipe to bring water from the spring to Evergreen Ranch but elevation is not sufficient to put water into the cabins or shed as it would be ten or fifteen feet below in elevation. This pipe would cost $500 and we would still not have water in the cabins.

The Diamond Lake Highway was in excellent condition. There is one section on this which apparently has not been re-oiled for twelve or fifteen years and probably should be sealed next summer. On the section of the Crater Lake from about Four Corners to Antelope, the old highway could be made to act as a service road. You will recall somebody claimed he wrecked his car on a pothole on this old road and orders were given to barricade it. Some barricades have been placed but not very effective and road is used by joined property on the east and I told Bromley to patch it. The cost will probably run not over $100. I think it might be desirable to have an investigation made with the idea of making this a service road with entrances at not oftener than one-half mile intervals. At the same time this investigation is made, we should look into the concrete island built at the entrance of Camp White. The islands are about three feet from the edge of the oil and Bromley thought that might constitute some hazard to traffic. A mill is now working at Camp White so we should either remove these islands or protect the corner with white posts.

On the Redwood Highway ballast was being placed on several sections which failed last winter. One section 1.8 miles long had been ballasted and oiled. A single shot only of oil had been placed. Another section was about ready for oil and Nash planned to oil it tomorrow. This highway still shows considerable roughness and distress. The frost damage was very material as this road has been in fairly

good condition for many years under light maintenance. It has been patched throughout and will be in reasonable shape for traffic next week when the last gravel section is oiled. The gravel is being watered and traffic is passing over without difficulty, however, the road is materially rougher than it was a year ago. Compton has set up a gravel plant and will do a considerable section of re-oiling, he hopes in September which will improve riding qualities.

The Rogue River Loop was in excellent condition throughout, part of it having been recently oiled.

Yesterday morning one of our station wagons parked on the side of the road at Wilderville, was struck by a lumber truck which had lost one wheel. The front end of the station wagon was injured to the extent of $300 and a rock checker suffered a broken ankle. It appears that the General Insurance Company had the truck covered and their representative went out and looked at the scene very shortly after the accident, which happened at eight o'clock in the morning.

1.0 So. of Summit

There is one more item - a slide in the Siskiyous at Mile 337.1 involves the shoulder up to the edge of the oil. All of the moving material down to bed rock, perhaps sixty or eighty feet below road level, has been removed. We should now place some perforated pipe on the bed rock and cover this with fifteen or twenty feet of rock and then bring our fill up with dirt or talus. We do not have money left in our slide order as some of it was transferred over to the 0-11 re-oil which Mr. Baldock requested on the Siskiyous. Bromley, Lytle and I would like very much to either place this under contract or for authority to make the fill with extra gang. A very rough estimate of fill required is 30,000 cubic yards, which one-third should be rock.

$25,000

Very truly yours,

E. A. Collier,
Maintenance Engineer

EAC:mc

RECEIVED
SEP 23 1949
FOR FILING

15-10-19
3228

Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

The State Highway Commission on September 20, 1949, awarded you the contract for the Siskiyou slide correction on the Pacific Highway. This award was based on your low bid of $97,915.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

RECEIVED
SEP 15 1949
FOR FILING

15-1019
3228

Salem, Oregon
September 13, 1949

Mr. W. W. Stiffler

Reference is to your letter of August 17, concerning the slide at M.P. 337.1 on US99 in the Siskiyou Mountains. Please arrange to put this item in the budget for next year--not now.

R. H. Baldock

RHB:hi

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1949

SUBJECT:

To: Mr. R. H. Baldock

We have two major slides on the Pacific Highway in the Siskiyou Mountains. The larger is in the Construction Budget and the other one is at M.P. 337.1, approximately one mile south of the summit. We plan to repair or correct this this year under our General Maintenance Budget.

This slide has moved two or three times since the original fill slip-out. With regular maintenance funds, we have cleared out and moved all moving material down to bedrock, which is approximately 70 feet below the highway surface. In fact, the slide is ideally prepared for the installation of a porous drain and to backfill the same with rock for a height of 15 or 20 feet at least, and thence to complete the backfill before this preparatory work is interferred with or destroyed by the fall rains.

The problem is now a lack of funds to complete the work.

Mr. Collier transferred funds from his Slide Removal Budget to take care of the expense of constructing an O-11 surface treatment which was not in the current budget.

We estimate that approximately 30,000 cubic yards is required to backfill the slide, roughly estimated at 8,000 to 10,000 cubic yards of rock, the balance to consist of earth or talus, roughly estimated to cost between $20,000 and $25,000.

It would be impossible for a contractor to start before November 1, if the work were performed by contract. It can be done by state forces starting September 1, with your approval of this overrun of the maintenance budget in the amount of $25,000.

W. W. Stiffler

WWS:er

cc: E. A. Collier

24-3453 Stayton Maintenance Building 1949

3229

RECEIVED
APR 27 1950
FOR FILING

Files

24-3453

3229

OREGON STATE HIGHWAY COMMISSION

April 21, 1950
(Date)

3229 (Contract No.) 5-final (Est. No.) Alan [illegible] Stewart (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
6026	373158	1,636.16	4/20/50

Remark:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: APR 24 1950

OREGON STATE HIGHWAY COMMISSION

April 21, 1950
(Date)

3229 (Contract No.)	5-final (Est. No.)	Alex Allan A. Siewert (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
6026	373158	1,636.16	4/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Feb. 28, 1950

ACCOUNTING DIVISION

Completed: Feb. 28, 1950

Contract Accepted: March 21, 1950

Time Extensions: None needed

Penalties: None of record

Claims: None of record outstanding

Remarks:

Date: 4-21-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAR 9 1950
FOR FILING

24-34-3

3229

Mrs Lewis

March 8, 1950

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Building
Portland 4, Oregon

Gentlemen:

We have today received a letter from Stayton Building Materials signed by L. A. Smith in which he advises as follows:

"In reference to the Alan Siewert contract No.3229, this is to advise that Mr. Siewert has paid his account to us for material on this building. * * *

This apparently refers to the claim received in this office on January 16 in the amount of $879.18 and concerning which you have been previously notified.

This information is provided as the American Surety Company of New York appears as surety on the bond executed in connection with Contract 3229.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ZAQ:ml

cc - Homer H. Smith Insurance Agency
372 Court Street
Salem, Oregon

Mr. Alan A. Siewert
1250 Howard Street
Salem, Oregon

NOTED ON CARD
3-8-50 gp

Mr. Hawke: On March 6 the surety was notified that final payment would be made after acceptance by the Commission, providing this claim had been settled. It is expected that this will be one of the jobs presented for acceptance at the Commission meeting March 20 and 21.

RECEIVED
MAR 9 1950
FOR FILING

24-2453

3229

Mrs Lewis

March 8, 1950

Stayton Building Materials
Box 336
Stayton, Oregon

Attention: Mr. L. A. Smith

Contract 3229

Gentlemen:

We acknowledge with thanks your letter of March 7 advising that Alan Siewert has paid his account with you for material furnished to be used in the Stayton Maintenance Building.

This apparently pertains to the claim received in this office on January 16 in the amount of $879.18.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

NOTED ON CARD
3-8-50 gl

PHONE BLUE 334

Stayton Building Materials

LUMBER • "DUTCH BOY" PAINTS • VARNISHES • ENAMELS • BUILDING SUPPLIES

BOX 336
STAYTON, OREGON

March 7,1950.

Mr. H. B. Glaisyer, Sec'y.,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In reference to the Alan Siewert contract No.3229, this is to advise that Mr. Siewert has paid his account to us for material on this building.

This is for your information.

Yours truly,
Stayton Building Materials
By V. L. Smith

S

acct. & correspondence to Hamilton

3-8-50, g.l

RECEIVED
MAR 7 1950
FOR FILING

24-3453

3229

March 6, 1950

Bell & Devers
Attorneys-at-Law
Bank Building
Stayton, Oregon

Gentlemen:

The State Highway Commission is about ready to make final payment to Alan A. Siewert on contract No. 3229, covering construction of Stayton Maintenance Building.

Our records show a claim filed by your client, L. A. Smith, for building materials furnished by his company, the Stayton Building Materials Co., in the amount of $879.18. Will you please advise this office immediately as to whether or not this claim has been settled.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
MAR 7 1950
FOR FILING

24-345-3

3227

March 6, 1950

American Surety Co. of New York
David A. Lewis, Asst. Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3229, covering construction of maintenance building at Stayton, has been completed by the contractor, Alan A. Siewert, and that final payment in the amount of $1,636.16 will be made after acceptance by the Commission, providing outstanding claim has been satisfied and this office advised.

There is a claim filed against this project by L. A. Smith of Stayton, of which you have been previously notified, amounting to $879.18.

For your information we wish to advise that the total contract amount is $9,342.00, and that no force account work was performed on the project. This contract was completed on February 28, 1950 but has not as yet been accepted by the Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Homer H. Smith Insurance Agency
372 Court Street
Salem, Oregon

NOTED ON CARD
3-6-50 gl

RECEIVED
JAN 20 1950
FOR FILING

F. 1-2

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

24-3453

3229

January 16, 1950

NOTED
H. B. GLAISYER

Mr. Allen A. Siewert
1250 Howard
Salem, Oregon

Dear Mr. Siewert:

You have a contract with the State of Oregon, by and through its State Highway Commission, which contract in our files is identified as Contract No. 3229.

The purpose of this letter is to call to your attention the fact that L. A. Smith of Stayton has called to the attention of the Highway Commission the fact that he has a claim in the sum of $879.18 which represents building materials furnished you in connection with your job and which materials have not yet been paid for.

The Highway Commission requests that this claim be given appropriate consideration by you before final settlement is made on the job.

Very truly yours,

J. M. DEVERS

JMD:MH
cc - H. B. Glaisyer
Bell & Devers
American Surety Company of New York

queries - mis hemi
notion card

1-16-50 gf

RECEIVED
OCT 11 1949
FOR FILING

Files

24-3453

3229

October 10, 1949

Mr. Alan A. Siewert
1250 Howard St.
Salem, Oregon

Dear Mr. Siewert:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3229, which was awarded to you on September 20, 1949 by the State Highway Commission, covering Stayton Maintenance Building in Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Handed to Mr. Siewart in person 10/10
SL

RECEIVED
SEP 23 1949
FOR FILING

24-3453

22-29

September 23, 1949

Alan A. Stewart
1250 Howard Street
Salem, Oregon

Dear Mr. Stewart:

The State Highway Commission on September 20, 1949, awarded you the contract for the Stayton Maintenance Building, in Marion County. This award was based on your low bid of $9,359.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Pearson

RECEIVED
AUG 8 1949
FOR FILING

24-345-3
3229
Stayton

Indexed
Alphabetically
Lierman Bldg. at Stayton

Cross Referenced To:
Adams
Road Prop.
Lease Rental

C O P Y

Salem, Oregon
August 5, 1949

Mr. E. A. Collier

At the August Meeting, the Highway Commission approved the construction of standard equipment storage buildings at Fort Klamath, on a lot which we have under option from Frank Edwards, and at Stayton on our stock pile adjacent to the highway, approximately one-half mile north of town, at the total estimated cost of $35,000.

W. W. Stiffler

WWS:er

cc: C. S. Paxson
M. H. Hawke

FORM [illegible] 8-49

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

AGENDA
AUG 1 1949

4-5

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

24-3453
3229

July 26, 1949

Oregon State Highway Commission

Gentlemen:

I herewith recommend the construction of two standard buildings approximately 30' x 84' to house equipment and supplies for section maintenance crews at Fort Klamath and Stayton, Oregon. The total estimated cost, including grading, surfacing, fencing, gas pumps, et cetera, is $35,000. It would be necessary to finance both projects from Capital Outlay reserves.

1. Fort Klamath. You may recall that, on February 21, I reported that a fire at Fort Klamath completely destroyed the rented equipment-storage headquarters and our equipment and tools, the latter having a replacement value of $11,900. We recovered $10,211 from the State Restoration Fund.

We have investigated the possibility of renting headquarters, but find there is no suitable property available in this small town. This section headquarters is responsible for the maintenance of 78 miles of state highway, which justifies a headquarters at that location. A suitable building site, consisting of 1.35 acres owned by Frank Edwards of Fort Klamath, has been located and Mr. Edwards indicates his willingness to sell the property at a reasonable price. The valuation is $470. The right-of-way option has not been secured but will be before you next month. In the meantime, would appreciate your authority to design the building.

2. Stayton, Oregon. This headquarters is responsible for 94 miles of state highways, which will be increased by 12 miles upon completion of the North Santiam Highway between Niagara and Detroit. For several years, we have been renting headquarters in Stayton and, since January 27, 1947, under lease agreement with L. C. and Velura Liermen. The lease agreement expires November 30, 1949. It does, however, contain an option to renew the lease for two additional years upon the same terms. However, in October last year, the property was sold by the Liermans to Chris. Neitling, the sale being handled by S. H. Bell, attorney and realtor. It appears that, when the property changed hands, Mr. Neitling was not advised that our lease agreement contained the above-mentioned extension clause, which he has only recently discovered.

54C

Mr. Beitling is a distributor for the International Harvester Company, and purchased the property for the purpose of establishing an adequate repair shop for tractors and farm equipment, as required by the parent company, otherwise his franchise is subject to cancellation. Under date of May 18, 1949, he has appealed to the Highway Commission (copy of his letter attached) to consider his predicament, and has even gone so far as to offer us a bonus of $250 to vacate the property by November 1, which is approximately the expiration date of our lease. This sum is equal to approximately one year's rental according to the present lease.

There is no other property in Stayton which could be rented for headquarters. We have a suitable stock-pile site containing about five acres approximately one-half mile north of the city, which is adjacent to the proposed relocation of the North Santiam Highway if and when it is constructed sometime in the future. Therefore, I would suggest that we construct a standard building on our property and arrange to vacate the leased property at the expiration of our lease.

Very truly yours,

H. M. Babcock
State Highway Engineer

hmbl.

FORM E-00X 15M 1-40 20064

OREGON STATE HIGHWAY COMMISSION

24-3453
3229

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1949

SUBJECT: Fort Klamath Headquarters

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Mr. Edwards reports that he has investigated the possibility of renting headquarters at Fort Klamath suitable for a maintenance station. He reports that there is nothing available for rental. He has located, however, a site which he recommends we purchase for the purpose of constructing an equipment storage headquarters. The property descriptions and other necessary information have been turned over to Mr. Smith for purchase. As stated in our letter of June 23, we recommend that authority be obtained to construct a standard 5-bay maintenance station at Stayton and at Fort Klamath. It is estimated that the cost at each location will be $18,000.

84' x 30

Very truly yours,

Stayton 94 miles
Fort Klamath 78 "
Chiloquin 52 "

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

C O P Y

24-3453
3229

Salem, Oregon
July 1, 1949

Mr. I. A. De France

Your report under date of June 23, on the subject of securing authority from the State Highway Commission to construct and equipment storage building as headquarters for maintenance crews at Stayton and Fort Klamath, arrived too late to be included in the agenda for the Commission meeting scheduled for June 27-28.

The request of the Santiam Hardware and Implement Company, and the reasons advanced for the same, that we construct our own building in Stayton and release the leased quarters to the Implement Company on or about November 1, 1949, under the conditions which Mr. Neitling has suggested, will be referred to the Commission at their August meeting scheduled for the first and second days.

We should have a further report in about two weeks, with some comment on the possibility of securing rented headquarters at Fort Klamath, especially in view of the fact that we have not acquired a building site.

W. W. Stiffler

WWS:er

cc: F. D. Eason
F. W. Farrar
Santiam Hardware & Implement Co.
Stayton, Oregon
(c/o Chris E. Neitling)

FORM S-30X 10M 1-40 30084

OREGON STATE HIGHWAY COMMISSION

24-3453
3229

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1949

SUBJECT: Maintenance Buildings at Stayton and Fort Klamath

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith a letter from Santiam Hardware and Implement Company of Stayton relative to the building which we occupy at Stayton. They state that their franchise with the International Harvester Company obligates them to set up a repair shop and that they purchased the building that we occupy for this purpose, unaware of the fact that we had a lease on it. Apparently no other building is available to them and they have made an offer to pay us $250.00 if we could expedite the construction, which we propose at Stayton, and permit them to occupy their own building by November 1 of this year.

We own a stockpile site at the north limits of Stayton which is suitable for a maintenance station site and it would be possible to have plans prepared and this building constructed so that we could occupy it by November 1, if authority to do so was obtained immediately. A maintenance station, such as we will need at Stayton, will cost around $18,000 including a five bay standard building, gas pumps and driveways.

In this same classification, there is the necessity for constructing a maintenance station at Fort Klamath. This project is held up now for the location of a suitable site which we can purchase but, if we are able to complete the purchase, we could well justify the immediate planning and construction of a building for Fort Klamath without waiting for the beginning of the next budget year. The maintenance station at Fort Klamath will probably cost the same amount as the proposed station at Stayton.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.

Implements

Berkeley Pumps 24-3453

Frigidaire Appliances 3229

Bendix Washers

Expert Linoleum Installation

PHONE 874

SANTIAM HDWE. & IMPL. CO.

CHRIS. E. NEITLING

STAYTON OREGON

May18, 1949

Oregon State Highway Commission
Salem Oregon

Att. F. W. Farrar

We are writing you at this time regarding the matteR of the building that you are using for your storage headquarters in Stayton, whichXX3 we XXXXXXXg recently purchased from the Liermans.

At the time we purchased the building we were led to believe that you would soon vacate the building and that we could have possession some time in 1949. We realized later that your lease does not expire until 1951.

Our Implement distributer, International Harvester Co have askmt us to either set up an adequate repair shop to repair tractors and farm equipment or surrender our franchise, at the time we purchased the building from Lierman it was our intention to use the part of the building that is leased to you for our repair shop

It would be a great loss to us and would set us back many years in our business to lose our implement franchise, therefore we are appealing to you to let us have this building sometime this year.

We understand that you have been planning for sometime to build a suitable headquarters in Stayton. it would be a great help to us in saving our franchise if you could buil d a new building this summer and vacate theone that you are now using so that we could have possession before winter sets in.

This is a very serious matter with us and we need this building so badly that if you could XXX vacate by the 1st. of Nov. 1949, we would pay you $250.00 Two HundredF Fifty dollars.

Kindly let us know at your earliest convenience if you can do anything for us in this matter.

Very truly yours

Santiam Hardware & Implement Co

Chris Neitling

RECEIVED
NOV 15 1948
FOR FILING

24-345-3

Indexed
Alphabetically
Lierman Bldg in Stayton

Salem, Oregon
November 12, 1948

Cross Referenced To:
Deed
Real Property
Lease & Rental

Accounting Division

Herewith copies of an order issued by Mr. L. C. Lierman, with whom we have a lease covering an equipment storage building at Stayton, Oregon.

The property has recently changed hands and this is authority on the part of the lessee to pay all rental payments due, according to our lease, to the new owner, Mr. Chris Heitling, Stayton, Oregon.

Quarterly payments must be paid in advance.

W. W. Stiffler

WWS:ER
Enc.
cc: E. A. Collier

FORM E-20 2M 8-40 28884

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1948

SUBJECT:

To: W. W. Stiffler
Assistant Highway Engineer
O f f i c e

Dear Mr. Stiffler:

For your files I am enclosing a letter from Mr. Lierman of Stayton with whom we have a lease covering a building located in that town, but which has recently been sold subject to the State's lease. This letter will constitute your authority to pay the rent in the future to Chris Neitling, who is the new purchaser.

I have kept a copy of this letter for our files, but I think the original should be in your custody.

Very truly yours,

J. M. DEVERS

JMD:MH
Enc.

NOTED
W. W. STIFFLER

October 28, 1948

RECEIVED
NOV 5 1948
LEGAL DE...

Oregon State Highway Comm.
Salem, Oregon

Attention Mr. J. M. Devers

Dear Mr. Devers:

This is your instructions that the rental money to be received by me under our Lease with you for building at Stayton, Oregon shall be paid directly to Chris Neitling at Stayton, Oregon.

Thanks kindly.

Very truly yours,

Laurence C Lierman

NOTED
W. W. STAFFLER

RECEIVED
NOV 5 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

24-3453

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 26, 1948

IN REPLY PLEASE
REFER TO FILE

Adm
Real Property
Lease & Rental

Mr. Walter H. Bell
Attorney at Law
Stayton, Oregon

Indexed
Alphabetically

Dear Mr. Bell: Lierman Bldg in Stayton

With respect to the property formerly owned by Mr. Lierman which is leased to the State of Oregon, but which property has recently been sold by the Lessor to Chris Neitling, subject to the lease, I have been requested by the Highway Commission to ask that Mr. Lierman give to the Highway Commission some sort of an order or instruction to pay in the future all rentals due under the lease to the new purchaser.

I think the letters which have passed between your office and this office and between your office and Mr. Stiffler's office would be ample to protect the State in the event of any controversy, but if we can have such order as I have mentioned it can be attached to the State's copy of the lease and then the Auditing Department will not have to refer to the several letters. I will appreciate it if you can get some such order.

With kindest regards, I am

Very truly yours,

J. M. DEVERS

JMD:NH

cc - W. W. Stiffler
R. M. Smith

NOTED
W. W. STIFFLER

RECEIVED
OCT 27 1948
FOR FILING
24-2453

Salem, Oregon
October 25, 1948

Mr. L. M. Smith
O f f i c e

Reference to your letter dated October 21 and our Lease No. 13410 with L. C. & Velura Lierman of Stayton.

It is the opinion of Mr. Devers that when Walter H. Ball, Attorney, accepted the payments on the above lease, made payable to the Liermans as their agent, and upon his notice to the Commission that the property of his clients (Liermans) had been sold and transferred to Chris Neitling, Stayton, Oregon, that sufficient justification to make all necessary and ensuing payments to Chris Neitling. However, Mr. Devers has agreed to write Walter Ball and secure an assignment of all payments due on our lease number 13410 to Chris Neitling.

An assignment on the part of the Liermans would seem desirable and may actually be required by the Secretary of State.

W. M. Stiffler
Assistant State Highway Engineer

WWS/gd

cc: Accounting Division
J. M. Devers

FORM E-90 3SM 8-48 22804

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon,
October 21, 1948.

SUBJECT: Lease No. 13410 - L. C. & Velura Lierman - Stayton

To:

Mr. W. W. Stiffler,
Assistant State Highway Engineer,
Oregon State Highway Department,
O f f i c e.

Dear Sir:

Replying to yours of October 20, 1948, concerning the above mentioned subject, we have on file in this office a copy of Mr. Walter H. Bell's letter of October 19th, 1948, which reads as follows:

> "The rental money on the Lierman Lease hereafter shall go to Chris Neitling, Stayton, Oregon, as he has purchased the property."

Since our lease agreement has been entered into and signed by Mr. L. C. Lierman and Velura Lierman, although the amount of rental money involved is quite small, are we fulfilling our legal obligation under the terms of our lease in complying with Mr. Walter Bell's instructions to pay the rental money to a certain Mr. Chris Neitling, as stipulated in the above quoted letter?

All of the instructions contained in your letter concerning the necessity for making quarterly payments in advance and the serving of notice in advance of the intention to renew the option will be complied with, however, if Mr. Lierman has sold the property and our option was renewed with him, it would appear that we are postponing the settlement of this question which should be settled now.

Very truly yours,

R. M. Smith,
Assistant Maintenance Engineer.

RMS:lmg

cc: J. M. Devers

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING

24-345-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1948

SUBJECT:

To: W. W. Stiffler
Assistant Highway Engineer
O f f i c e

Indexed Alphabetically

Cross Referenced To:
Adams
Real Property
Leases Relating

Dear Mr. Stiffler:

Following up our telephone conversation this morning with respect to the Lierman building at Stayton which the Highway Department occupies under a lease agreement, I am enclosing for your files and information a copy of a letter I received today from Mr. Bell advising us that the building has been sold subject to the State's lease.

I repeat my suggestion made on the phone today that you examine or have someone examine the lease in order to get the definite date of its expiration, and especially in order to get the conditions upon which the lease may be renewed. No doubt the lease fixes the time prior to the expiration when notice must be given of our intention to renew.

Very truly yours,

J. M. DEVERS

JMD:MH
Enc.

NOTED
W. W. STIFFLER

Salem, Oregon
October 20, 1948

Mr. E. A. Collier
Maintenance Engineer

We are advised under date of October 19, 1948, by Walter H. Bell, attorney of Stayton, Oregon, that the property in Stayton which we lease from L. C. and Velura Liermann for an equipment storage headquarters, under miscellaneous lease agreement No. 13410, has been sold by the Liermans to Chris Neitling, Stayton, Oregon (no effective date of the transfer). We are advised by Mr. Bell that all future rental moneys payable under our lease with the Liermans should be paid to Chris Neitling.

The above mentioned lease does not expire until November 30, 1949, and in addition thereto contains an option whereby the Highway Commission can extend the term of the lease for not more than two additional years.

Please bear in mind the necessity for notifying the lessor about September, 1949, of our decision to exercise the option and extend the lease beyond the original expiration date.

Also bear in mind the necessity for making payments quarterly in advance, according to the terms of our lease agreement. The last payment was made on August 26, which covers the months of September, October, and November, 1948. A payment is due our lessor on or before November 30, 1948.

V. V. Stiffler

WVS/ew
cc Accounting Division
J. H. Devers

C
O
P
Y

WALTER H. BELL

Attorney at Law

Stayton, Oregon
Oct. 19, 1948

Mr. J. M. Devers
Attorney at Law
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Devers:

Please be advised that the Lierman property that I wrote to you about was sold to another purchaser, subject to the State Highway Department Lease and I have notified your accounting division of such fact. Thanks kindly.

Very truly yours,

S/ W. H. Bell

Walter H. Bell

WHB:dvh

C
O
P
Y

WALTER H. BELL
Attorney-at-Law

Stayton, Oregon

Oct. 19, 1948

Legal Dept. No.: 13410

Oregon State Highway Comm.
319 State Office Building
Salem, Oregon

Gentlemen:

The rental money on the Lierman Lease hereafter shall go to Chris Neitling, Stayton, Oregon, as he purchased the property.

Very truly yours,

W. H. Bell (signed)

Walter H. Bell

WHB:dvh

10/20/48
Copied for: F. D. Eason
F. W. Farrar
Accounting Division, Attention, Lowell Shinn

NOTED
W. W. STIFFLER

FORM E-20 REM 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1948

SUBJECT: R 13410

To: Mr. W. W. Stiffler
Assistant Highway Engineer
O f f i c e

Dear Mr. Stiffler:

I thank you for your letter of the fifteenth in which you advise with respect to the status of our lease covering the building in Stayton and owned by Mr. and Mrs. Lierman.

I cannot quite understand why these people are holding the checks and are not cashing them. I think that whatever virtue there was in their notice to vacate has been nullified by reason of their acceptance of these checks, so I do not know what they will gain, even in the event that the State refuses to purchase the property.

My memory is that at one time they were asking $5,000 for the property; however, in the letter written by Mr. Bell for the owners under date of October twelfth, they are now asking $4,260. If the State must have accommodations in or near Stayton, and if it does not intend to build on its own location for a period of two or three years, it might be worth-while to think about a purchase of the property the State is now leasing, for it is evident that when the lease expires, the owners will not renew it. Of course, the renewal clause, if the lease is valid, would permit the State to occupy the property until November 30, 1951.

I suggest that before the next Commission meeting some thorough consideration be given to the wisdom, or lack of wisdom, in the purchase of the property so that at the next Commission meeting we can get a definite answer to transmit to the owners of the property.

Yours very truly,

J. M. DEVERS

JMD:avh

Salem, Oregon
October 15, 1948

Mr. J. M. Devers
Chief Counsel

Herewith copy of Walter Bell's recent letter in regard to our lease agreement No. 13410 with his clients L. G. and Velura Liermann, for property we occupy as a maintenance station at Stayton.

The lease agreement is written to expire November 30, 1949, with an option on our part to renew for two additional years at a rental rate of $240 per year, payable quarterly in advance.

We were slightly in arrears in our rental payment for the quarter June, July, and August, 1948, which was not paid in advance. Payment was made by Revolving Fund check dated and mailed from this office August 6, 1948.

A subsequent payment was made under date of August 26 for the period September, October, and November, 1948. Both of the above payments have been acknowledged by Walter Bell but neither of them had been cleared through the Secretary of State or the bank as of September 30, 1948.

Any further correspondence with Mr. Bell as to the cancellation of our lease will be referred to your office for handling. However, if Mr. Bell insists on cancellation I would suggest that he be advised to institute legal action for our eviction.

W. W. Stiffler

WWS/ev
Encl.

24-3453
3229

October 15, 1948

Mr. Walter H. Bell
Attorney at Law
Stayton, Oregon

Dear Sir:

This will acknowledge your letter dated October 12, directed to the Highway Commission, relative to the attitude of that body in purchasing the property at Stayton which we rent from L. C. and Velura Liermann for an equipment storage headquarters.

Regardless of the statement made in my letter of August 19, I am unable to locate any notice from the Liermans which mentions a price acceptable for the property. Therefore, we have nothing definite to refer to the Highway Commission. In regard to the mention of $5,000 as the agreed price, I was unwilling to recommend to the Highway Commission that it purchase the property for that sum. From a long-term standpoint the property is not located suitably for our future operations, as the Commission has plans for relocating the highway, which would pass to the north of Stayton approximately 2,000 feet. Another objection we have to the Stayton property is that although the building is suitable for our storage there is not sufficient ground for the storage of materials. About two or two and one-half acres are required for these headquarters.

Under the above conditions we would prefer to continue on our lease with the Liermans for another year or so, to allow us sufficient time to locate other quarters or construct a suitable building.

I hope that you and your clients can accommodate us in this respect.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS/ev
cc E. A. Collier
J. M. Devers

WALTER H. BELL
Attorney-at-Law
STAYTON, OREGON

October 12, 1948

State Highway Commission,
Salem, Oregon.

Re Lierman Lease covering Maintenance Headquarters building, Stayton, Oregon.

Gentlemen:

Please be advised that I have been awaiting a response from you relative to your desires and results of taking up at the last Commission meeting whether or not you desire to purchase the Lierman building at Stayton, Oregon as we still consider the lease in default and the rent check still uncashed remains in my file.

It is my understanding that he has offered the building for sale to you people for $4260.00 if he does not have to furnish any title insurance, abstracting or revenue stamps, otherwise, they would be in addition to said $4260.00 sale price.

If this was not taken up at the last Commission meeting, please advise whether or not you desire to take it up at the meeting this month.

You might also refer to the letter of Mr. R. H. Baldock, written by Mr. W. W. Stiffler to me on August 19th wherein I presumed it was to be taken up at the last Commission meeting for September 13 and 14 but have heard nothing further thereon.

Very truly yours,

W. H. Bell

RECEIVED
OCT 1[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

August 19, 1948

Mr. Walter H. Bell
Attorney at Law
Stayton, Oregon

Dear Sir:

This acknowledges your letter dated August 17, in which you acknowledge receipt of our check in the amount of $60 in payment of rent on contract agreement No. 13410 with L. C. and Velura Liermann on property in Stayton.

I have located some correspondence between the Liermans and Mr. F. W. Farrar, District Maintenance Superintendent, relative to their willingness to sell the property at a figure slightly under $5,000. I believe that based on the above offer a title investigation was started and I am not advised that it has been completed to date. However, the purchase of the property has never been authorized by the Highway Commission as we did not have sufficient data available for the last meeting. The next meeting of the Commission is scheduled for September 13 and 14.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS/ew
cc J. M. Devers

Hold

WALTER H. BELL
Attorney-at-Law
Stayton, Oregon
August 17, 1948

COPY

Oregon State Highway Comm.
Salem, Oregon

Attention W. W. Stiffler

Dear Mr. Stiffler:

In answer to your letter of August 6th wherein you forwarded a check on the Liermen lease in the amount of $60.00, please be advised that I do not consider that this is a reinstatement of the lease as definitely the same voided and my letter to you was notice thereof.

However, it is my understanding that there is a contemplated purchase of the building from your department and this is to advise that unless the building is purchased and steps taken therefor within the very immediate future, that the premises are going to be sold to another prospective purchaser that we now have.

Very truly yours,

Walter H. Bell

WHB:dvh

I, L. H. Warfield, have examined the original of this letter and certify this to be a true copy.

L. H. Warfield

August 6, 1948

Registered Mail

Mr. Walter H. Bell
Attorney at Law
Stayton, Oregon

Dear Mr. Bell:

Reference is to your letter dated August 5, to the attention of Mr. Glaisyer, relative to an unpaid instalment on our lease with L. C. and Velura Lierman, Stayton, Oregon, for the months of June, July, and August in the total amount of $60.

We regret very much that the submission of an invoice by the District Maintenance Superintendent was overlooked in this instance, as you realize our accounting division must have in its possession an invoice or some other document before payment can be made. We have standing instructions to our field forces to check regularly on these obligations, to the end that it will not be necessary for the lessor to remind us of delinquency in our payments.

I am enclosing herewith Revolving Fund check No. A 96689, dated August 6, 1948, in the amount of $60, covering payment due on lease No. 13410 from June 1 to August 31, 1948.

Incidentally, in checking with the accounting division I find that an invoice has been submitted to that division for the quarter September 1 to November 30. This payment will be made during the current month.

Again we apologize for this oversight and would appreciate your return of the enclosed receipt form in the enclosed self-addressed envelope.

Very truly yours,

R. H. Baldock
State Highway Engineer

2 copies

By: W. W. Stiffler
Assistant State Highway Engineer

WWS/ew
cc J. M. Devers
E. A. Collier

WALTER H. BELL
ATTORNEY-AT-LAW
STAYTON, OREGON

August 5, 1948

Oregon State Highway Comm.
Salem, Oregon

Attention H. B. Glaisyer

3 yr lease

Dear Mr. Glaisyer:

I am forwarding this registered Notice on behalf of my clients, L. C. Lierman and Velura Lierman of Stayton, Oregon as notification to you of cancellation of your lease agreement dated January 27th, 1947 on premises located in Stayton being the South one half of the concrete building being approximately 27 feet by 75 feet and located on Lot 10, Block 9 in the city of Stayton, including the use of gasoline tank located in front of said building.

— No 13410 expires nov. 30/49 Option to renew 2 addl. years. $210/yr

The reason for this notice is that you are behind in the rent which was due June 1st, 1948, quarterly in advance and this notice is given in compliance with the State statutes governing matters of this kind.

Very truly yours,

W. H. Bell

Walter H. Bell

WHB:dvh

Invoice prepared & submitted to Acct. Div. Aug. 2, 1948. By F. W. Farrar.

RECEIVED
AUG 6 1948
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STAFFLER

Salem, Oregon
August 18, 1948

Mr. J. M. Devers
Chief Counsel

I hand you herewith copies of letters written by Walter M. Ball under date of August 5 and August 17 in behalf of his clients, L. C. Lierman and Velura Lierman, Stayton, Oregon, relative to our lease agreement No. 13410, dated January 27, 1947, for the rental of the Lierman property for storage purposes for our section maintenance headquarters at Stayton, at $20 per month.

The letter of August 5, Mr. Ball states, is official notice of cancellation of our lease agreement No. 13410. You have a copy of my reply under date of August 6 transmitting the back rental in the amount of $60, which was accepted by Walter Ball and acknowledged in his letter dated August 17.

You will note that in the opinion of Mr. Ball the latter letter does not constitute reinstatement of the lease, which he considers canceled (no effective date mentioned).

Inasmuch as Mr. Ball has accepted the rental payment for the months of June, July, and August very shortly we will issue another check in the amount of $60 for the months of September, October, and November, payable in advance. If these checks are accepted by the lessor I can not see how Mr. Ball can cancel our lease just by means of a written notice.

I would suggest that before you correspond with Mr. Ball on the subject of termination of our lease you wait about a week, which will allow sufficient time to make payment by revolving fund check for the third quarter (September, October, and November), which, according to the lease, is payable in advance.

2nd Check Mailed Aug 26th — Sept, Oct Nov.

W. W. Stiffler

WWS/ew
cc E. A. Collier

Hold

WALTER H. BELL
ATTORNEY-AT-LAW
STAYTON, OREGON
August 17, 1948

Oregon State Highway Comm.
Salem, Oregon

Attention W. W. Stiffler

Dear Mr. Stiffler:

In answer to your letter of August 6th wherein you forwarded a check on the Lierman lease in the amount of $60.00, please be advised that I do not consider that this is a reinstatement of the lease as definitely the same voided and my letter to you was notice thereof.

However, it is my understanding that there is a contemplated purchase of the building from your department and this is to advise that unless the building is purchased and steps taken therefor within the very immediate future, that the premises are going to be sold to another prospective purchaser that we now have.

Very truly yours,

W. H. Bell

Walter H. Bell

WHB:dvh

2 Copies

RECEIVED
AUG 18 1948
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
JUL 30 1948
FOR FILING

24-3453
3229

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1948

SUBJECT:
Rental of Headquarters
Stayton

To:
Mr. F. E. Eason
Division Engineer
State Highway Department
S A L E M

Dear Sir:

The decision is not to buy the Lierman building at Stayton.

Our lease protects us for three years, at $20.00 per month.

This building is not on the Highway, and it will be further off when, and if, the North Santian Highway is re-located.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
cc: W. W. Stiffler
F. W. Farrar

NOTED
W. W. STIFFLER

RECEIVED
AUG 4 - 1948
FILING

24-3453

3227

Salem, Oregon
July 19, 1948

Mr. E. A. Collier
Maintenance Engineer

As soon as estimates of cost are available we intend to refer to the Highway Commission a substantial list of equipment storage headquarters, requesting their approval at the next meeting to construct.

With reference to the purchase of the Stayton building it is my opinion, concurred in by Mr. Baldock, that inasmuch as we are protected by our lease against any emergency we should not purchase this building from Lierman but should locate and purchase a suitable lot and include in our 1949 budget an amount to construct a standard building. Our present lease does not expire until November 30, 1949, and in addition thereto carries an option on our part to extend for an additional term, not to exceed two years, for the consideration of $20 per month.

The building does not have any storage lot, which is highly desirable for a maintenance headquarters.

A reconnaisance survey indicates that eventually the North Santiam Highway will pass to the north of Stayton, about one-half mile from their main street. In that vicinity there should be suitable building sites which would eventually be on the highway.

WWS/ew

W. W. Stiffler

NOTED
W. W. STIFFLER

R. W. Smith
~~says~~ that the State has the right to renew the lease on the Stayton building but the property owner has no right to cancel.

FORM S-60 REV 10-4

HWAY COMMISSION

ORRESPONDENCE

regon
1948

SUBJECT: Stayton Maintenance Building

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O F F I C E

Dear Sir:

At Stayton we lease the south half of a concrete building for $20.00 a month. Our part is 27'x75' which Mr. Farrar states is scarcely adequate. The owner plans to sell the building and Mr. Farrar and Mr. Eason recommend we buy. Leasing one-half of a building is not too satisfactory, the price $4,260 seems very reasonable and I recommend we buy. The location is on the east side of Mill Street between Ida and High Streets about 4 blocks south of the North Santiam Highway.

I enclose copy of a letter from Mr. Farrar. A sketch of property was sent to Mr. Baldock by you Jan. 8, 1947, in connection with lease. The request to open negotiations was sent you July 14, 1948. There would be no costs in addition to the purchase price.

Mr. Eason will secure lease if Right of Way Department wishes. He is anxious to buy while we have this good opportunity. Suggest we secure option and present to the Commission.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/bm
Enc.

NOTED
W. W. STIFFLER

FORM E-90 25M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon,
July 11, 1948.

SUBJECT:

To: Mr. W. W. Stiffler,
Assistant State Highway Engineer,
Oregon State Highway Department,
O f f i c e.

Dear Sir:

In connection with the acquisition of maintenance building from Laurence C. Lierman at Sayton, Oregon, we attach hereto the request for authorization for opening negotiations, statement of information, and copy of letter received from Mr. Lierman stating that the deed to his building was recorded on July 6, 1948.

It appears that we are nowin a position to complete this transaction.

Very truly yours,

Rent 25'x75'
$20 per Mo.
Lease Exp. Nov. 30, 1949.
Option To 2 Yrs.
4 Blocks So. of Hwy.

R. M. Smith,
Assistant Maintenance Engineer.

RMS:lmg
Encls.

NOTED
W. W. Stiffler

Stayton, Oregon
July 7, 1948.

F. W. Farrar
Dist. Maint. Supt.
State Highway Dept.
Salem, Oregon.

Dear Sir:

The deed to my building in Stayton was recorded July 6, 1948, I do not have the date of the deed as my wife did not get it, and the deed will not be back to me for about ten days.

Yours truly,

/s/ Laurence C. Lierman

COPY

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

ORIGINAL AUTHORIZATION FOR NEGOTIATION

Date July 2, 19 48

R/W Serial No. .....

Highway North Santiam County Marion

Section ..... Extreme Limits, Sta. ..... to Sta. .....

Name of Owner Lawrence Lierman Address c/o George Bell, Realtor, Stayton, Ore.

Agent's Name and Address Geo. Bell, Stayton, Oregon

☒ Purchase, ☐ Lease, ☐ Easement of ~~XXXX~~ 5500 Sq. Feet

Subdivision ..... Section 10 Twp. 9 Range 1 W. W. M.

City Stayton Addition ..... Block ..... Lot .....

Property to be acquired by ☒ State, ☐ County, ☐ City for the following purpose: Maintenance headquarters building. Building is 55x75, concrete walls, wood roof.

Estimated approximate cost: $ 4260.00 Net

Option ..... taken for ..... months. Beginning .....

Property is ☐ undeveloped, ☐ pasture, ☐ cleared, ☐ farm, ☐ suburban, ☒ city, ☐ cultivated.

Width of Right of Way to be taken:

..... of Center Line ..... ft., width ☐ uniform ☒ variable, maximum ..... ft.

..... of Center Line ..... ft., width ☐ uniform ☐ variable, maximum ..... ft.

Recommended for Approval

J D Eason
Division Engineer

E C Smith
Construction Engineer

Submitted by

J W Dana
Engineer

APPROVED

State Highway Engineer

Date .....

Salem Map File No. .....

STATE PRINTING DEPT.

OSM—12-46

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

STATEMENT OF INFORMATION

R/W File No. .....

Statement of information regarding property from which a parcel is to be acquired by ☑ purchase

☐ lease for use as Maintenance Hdq. Bldg.

(Purpose for which property will be used)

Highway North Santiam	Date July 2, 1948
Section	Subdivision Stayton, Fractional Acreage
County Marion	Section 10 Twp. 9 S Range 1 W
City Stayton	Lot Block
Addition - - - - - - -	Near Mile Point

Present Owner Felix Wright et ux. Address Silverton, Oregon

Grantor (Previous Owner) Mark Skinner, Supt. of Banks

Deed Dated Sept. 21, 1937 Deed Recorded Nov. 3, 1937 Book 230 Page 353

Assessed Valuation: Land $120.00 Improvements $600.00

Taxes are delinquent for years 19- - - -

Taxes paid last 1947-48 $38.59

Remarks: Unrecorded deed from Felix Wright et ux to Lawrence Lierman et ux is now in possession of Lierman and will be recorded as soon as possible.

The above data obtained from Marion County Records by F. W. Farrar

Description of Property Described in Said Record

Commencing at a point 60' East and 50' North of the Southeast corner of the Mulkey Block in the Town of Stayton, Marion County Oregon, running from thence North 55 Feet, thence East 100 feet, thence South 55 feet, thence West 100 feet. to the place of beginning, being situated in the Town of Stayton, Oregon.

(NOTE: Lawrence Lierman et ux are actual owners.)

Deed to Lierman recorded 7-6-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1948

SUBJECT:

To:

Mr. F. D. Eason
Division Engineer
Salem, Oregon

RECEIVED
JUN 15 1948
DIVISION ENGINEER

Dear Sir:

We are at present renting half of a building in Stayton from Mr. Lawrence Lierman as a Section Maintenance Headquarters. Mr. Lierman informs me that he has listed his building for sale with George Bell, Realtor, at Stayton. He has it listed for $5000.00, but will take $4260.00 net, with all expenses of survey, deeds and title search to be borne by the buyer.

The building is 55 feet wide by 75 feet deep, on a 75x100 lot. There is a concrete [illegible] and an oiled street in front of it, and a storage yard which needs cleaning up 25x55 in the back. We are at present using the Southerly 25 x 75 part of the building but this is too small a space for our needs. The entire building would be very suitable for us.

The building has concrete walls and a part 50 x 75 is floored with concrete. The roof is a flat sloping roof carried on wooden trusses, and surfaced with paper and asphalt. The paper is two years old.

Mr. Hughlett and I went over the building today. It is in fair condition with sound walls and floor and the roof in reasonably good shape. The windows need resashing and recasing. We are both agreed that it is a very good buy and well suited to our needs. It is located on Mill between Ida and High streets four blocks from the North Santiam Highway. I recommend that we open negotiations with Mr. George Bell, Realtor who has the exclusive listing and acquire it at the above mentioned price. It will be necessary to move fairly fast if we want the building, as Mr. Bell says he can hold it only a month or so.

Respectfully,

F. W. Farrar
Dist. Maint. Supt.

FWF:grw

32-3304 Wallowa Lake State Park Boat 1949
Channel & Clearing Project

RECEIVED
JUN 8 1950
FOR FILING

32-3304

3230

June 7,1950

Mr. D. N. Vavris
480 N. Dartmouth St.
Gladstone, Oregon

Dear Sir:

The State Highway Commission, at its meeting on May 26, 1950, had under discussion your request for an extension of time of 31 days, from December 31, 1949 to January 31, 1950, within which to complete your contract No. 3230 for constructing a boat channel and clearing in Wallowa Lake State Park, Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

J. C. Hiatt,
Resident Engineer

H. G. Smith

NOTED ON CARD

RECEIVED
JUN 5 1950
FOR FILING

32 230.4
3230

June 1, 1950

Mr. M. M. Masten
Auditor

This will confirm information I gave Miss Wicklander over the telephone a few minutes ago, which was to the effect that it would be satisfactory to release immediately to Mr. D. W. Vorse final payment in connection with State Highway Contract No. 3230, covering construction of a boat channel and clearing work in Wallowa State Park. This warrant, which I believe is in the amount of $500. should be sent to Mr. D. W. Vorse in care of Otto W. Heider, Attorney, Sheridan, Oregon.

Incidentally, all of the claims which we have of record in this office have been satisfactorily disposed of and the job was accepted by the State Highway Commission at its meeting May 26, 1950.

Secretary

HBG:ts

cc - F. A. Query

REFERRED TO
SECRETARY

enter on card

NOTED ON CARD
6-1-50

June 1, 1950

Mr. Otto W. Heider
Attorney at Law
Sheridan, Oregon

Dear Mr. Heider:

This note is simply to inform you that final warrant in favor of Mr. D. W. Voreis for work performed under State Highway Contract No. 3230 for construction of a boat channel and clearing work at Wallowa Lake State Park, is being placed in the mail today, pursuant to your instructions, and that is the warrant is being mailed to Mr. Voreis in your care. This warrant is in the amount of $500.00 and completes payment to Mr. Voreis for the work involved.

I wish also to thank you for your letter of May 24, which I received yesterday upon my return to the office following the last meeting of the Highway Commission. I appreciate the cancelled checks and the receipt contained therein. It was not a case, Mr. Heider, of not believing your statement to the effect that the additional claims had been satisfied, but it is simply a case of following prescribed procedure by obtaining releases to satisfy our records. This is the first time in the twenty-five or thirty years during which we have had dealings that any differences have developed, and I can assure you that I regret it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ts

NOTED ON CARD
6-1-50 jc

43,995 - E.J.
Updated

Contract 3230 - DW Vinis

Final

Vou. 8231 $500 - final

Job accepted 5-26-50

Final to be paid after acceptance if claims are paid.

Wicklander is holding warrant

NOV 20
DA

OTTO W. HEIDER
ATTORNEY-AT-LAW
SHERIDAN - I - OREGON

May 24, 1950

State Highway Commission
Salem
Oregon

REFERRED TO
BY SECRETARY

ERED
LAISYER

Gentlemen:

Replying to your letter of May 18th in the D. W. Voreis matter, No. 3230 for construction of boat channel and clearing work in Wallowa State Park, apparently you are mistaken in the third paragrapy of your letter, as this claim was paid on the 19th of April, and enclosed is the cancelled check for $44.60, and your letter was written May 18th.

I notice you do not care to take my word about the M. E. Jordan account being paid. I am enclosing a letter and release from Mr. Jordan for the $61.92. I told you it was paid, and as an attorney I would hardly lie about thos things. At least if I did I would be promptly disbarred without question. I am sending you the release over the signature of Mr. Jordan showing it now has been paid. Kindly send the $500.00 remittance to Mr. Voreis in my care, and I will look for it by return mail in the self-addressed envelope enclosed for your convenience.

owh:l

NOTE TO Hauke
DATE 6/14/50

Yours truly,
Otto W. Heider

OREGON CITY, ORE. April 17 1950 No. 58

up to Oct 31
Limited

D. W. VOREIS 64774

CONTRACTING

PAY TO THE ORDER OF State Industrial Acc Comm - $ 44 66/00

Forty four and 66/100 DOLLARS

OREGON CITY BRANCH
THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON
96-52 OREGON CITY, OREGON

D. W. VOREIS

BY D. W. Voreis

PHONES:
OFFICE: 3333; RES: 3333

OTTO W. HEIDER
ATTORNEY-AT-LAW
SHERIDAN - 1 - OREGON

May 19, 1950

Mr. M. E. Jordan
Enterprise
Oregon

Dear Sir:

Write me a letter and let me know if your account with D. W. Voreis has been paid in full. You did not cash my check of $61.92, so I am unable to tell. Thanks for the kindness of your reply in the self-addressed envelope enclosed for your convenience. Mr. Voreis gave me the money and I trust you have received it okeh by this time.

Thanks for letting me know at once and oblige.

Yours truly,

owh:l

Otto W. Heider

Mr. Heider: 5-25-50 gC

Thank you for your check for $61.92 in payment of D. W. Voreis' account. It was deposited on 5-15-50.

M. E Jordan

RECEIVED
MAY 23 1950
FOR FILING

3230

Files

Mrs Lewis

May 18, 1950

Mr. Otto W. Heider
Attorney at Law
Sheridan, Oregon

Dear Mr. Heider:

Reply is made to your letter of May 17, concerning D. W. Voreis' Contract No. 3230, for the construction of a boat channel and clearing work in Wallowa Lake State Park.

We appreciate the receipt of the cancelled checks of the four creditors mentioned therein, which will enable us to clear the record, insofar as these claims are concerned, and we will appreciate either the cancelled check or a statement from Mr. Jordan to clarify his account.

In checking the records I find that there is one additional outstanding claim of record in this office, being that of the State Industrial Accident Commission in the amount of $44.60. Mr. Voreis was notified of this claim on April 7. When we have received satisfactory releases from Mr. Jordan and the Accident Commission, we will be pleased to authorize release of the final payment to Mr. Voreis, which we will send to him in your care, pursuant to your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHH:bm

cc - H. H. Hanke (2)
F. A. Cherry

Mr. Hanke: I will let you know when the remaining claims have been satisfied. You will then be authorized to release the final warrant, which you will forward to Mr. Voreis in care of Mr. Heider, pursuant to request in the last paragraph of his letter, copy of which I attach.

NOTED ON CARD
5-18-50

CLAIMS LISTED ON CONTRACT CARD (No.3230-D.W.Voreis) NOT COVERED BY CHECKS

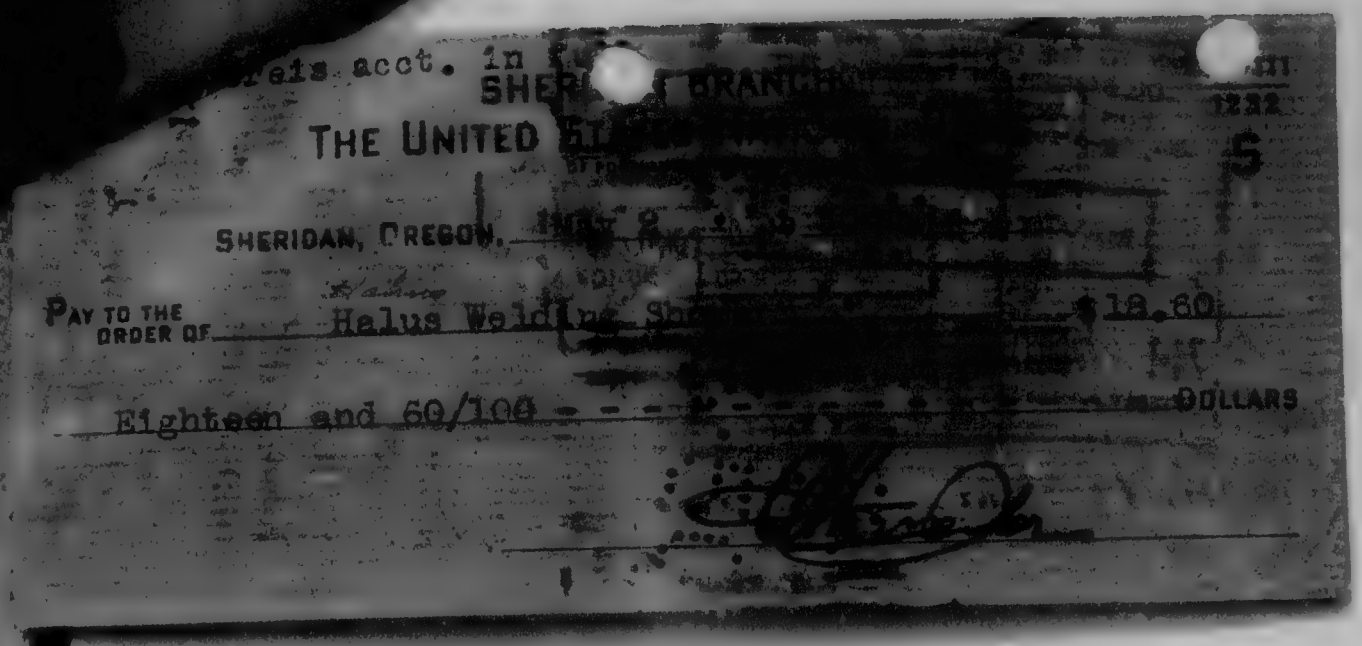
M. E. Jordan	Materials furnished	$61.92
Industrial Accident Com.	Workmen's Compensation Fund	44.66

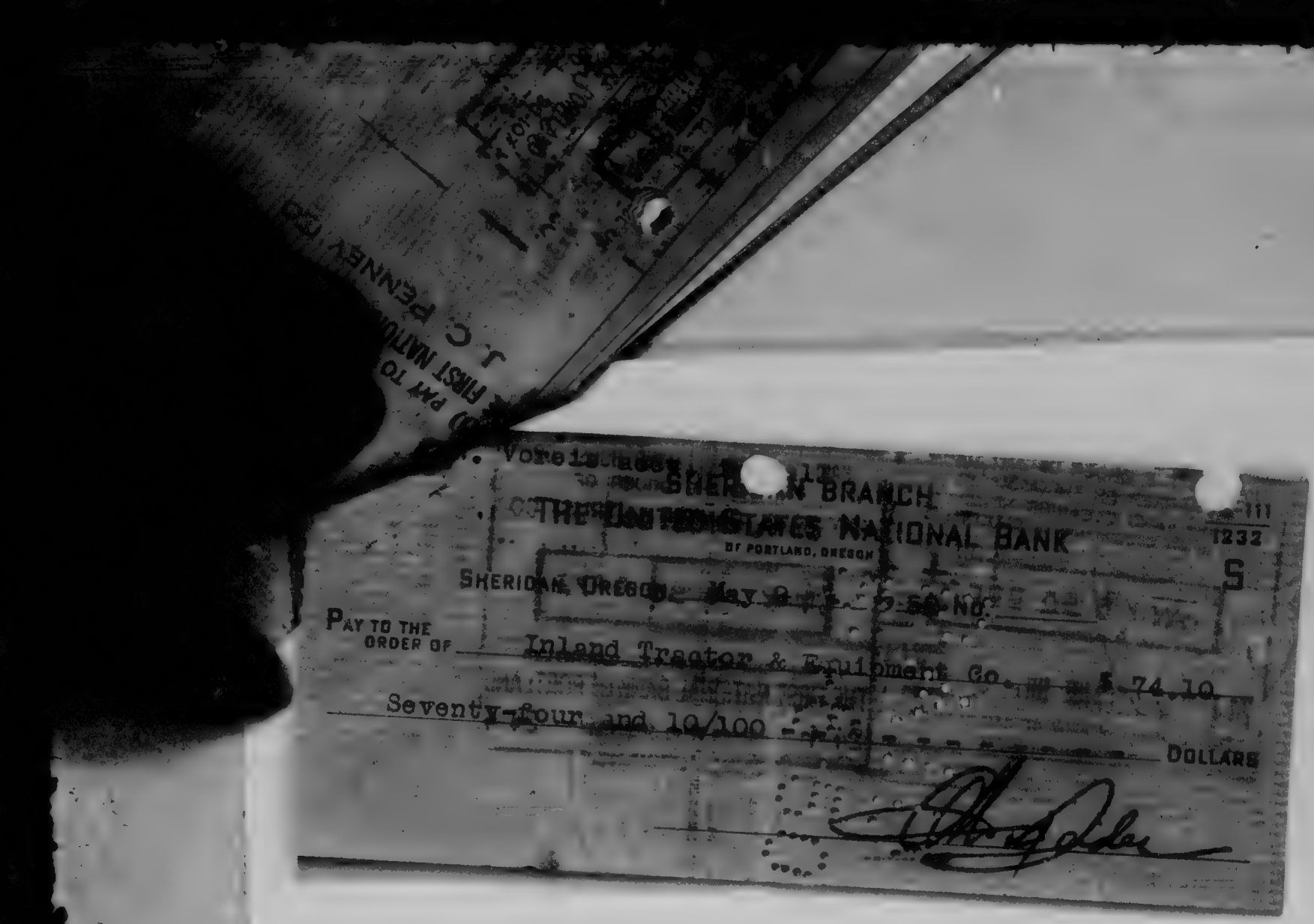
Mr. Wm. D. Lane of the American Surety Company will also tell you all outstanding debts on this job have been paid. Hope this will expedite the prompt closing of this matter.

Yours truly,

Otto W. Heider

owh:1


THE UNITED
SHERIDAN, OREGON.
PAY TO THE ORDER OF
Halus Welding Sh
18.60
Eighteen and 60/100
DOLLARS



THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON
SHERIDAN BRANCH

111
1232
S

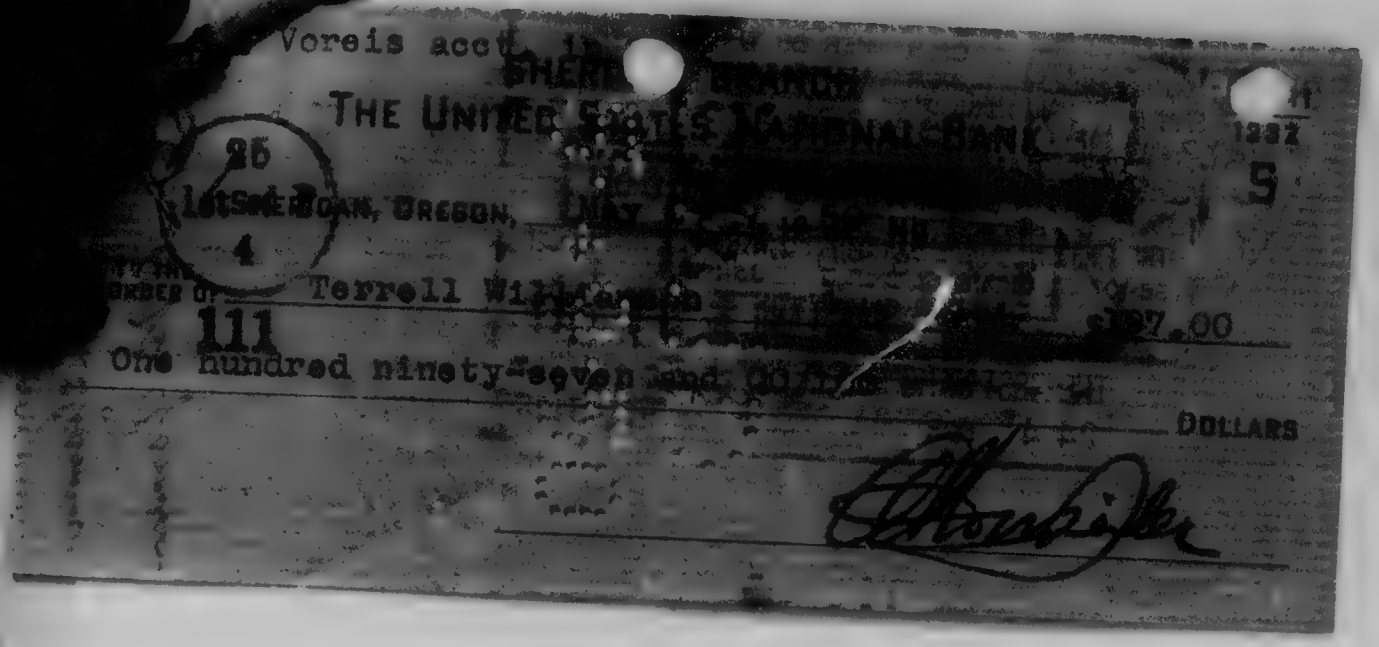
SHERIDAN, OREGON May 8 19 50 No.

PAY TO THE ORDER OF Inland Tractor & Equipment Co. $ 74.10

Seventy-four and 10/100 DOLLARS

J C PENNEY CO
PAY TO THE FIRST NATIONAL

PROOF
THE UNITED STATES
SHERIDAN, OREGON, May 2
PAY TO THE ORDER OF Standard Oil Company of California
Seven hundred ninety and 74/100
790.74
DOLLARS
1232
S


Voreis acct.
THE UNITED STATES NATIONAL BANK
25
1-4
Terrell Williamson
111
One hundred ninety-seven and
DOLLARS

OFFICE: 3823; RES: 3353

OTTO W. HEIDER
ATTORNEY-AT-LAW
SHERIDAN - 1 - OREGON

Copies to W. H. Lee
H. A. Lindley
5/18/50

May 17, 1950

RECEIVED
MAY 18 1950
OREGON
STATE HIGHWAY COMMISSION

State Highway Department
Salem
Oregon

ANSWERED
H. B. LAISYER

Gentlemen: Re: D. W. Voreis - State of Oregon
37-493-100

Mr. Voreis states he has $500.00 yet due from the state. I can now assert every claim has been paid in full on the above job, including M. E. Jordan of Enterprise, $61.92, who was paid May 2nd, but whose cancelled check has not returned. This I personally paid myself. I am sending the original cancelled vouchers on the other four claims and they are as follows:

Terrell Williamson, $197.00
Standard Oil Company of California, $790.74
Inland Tractor & Equipment Co., $74.10
Halins Welding Shop, $18.60

VOIED ON CARD
5-18-50

Kindly send the $500.00 promptly to Mr. Voreis in my care. Mr. Wm. D. Lane of the American Surety Company will also tell you all outstanding debts on this job have been paid. Hope this will expedite the prompt closing of this matter.

owh:l

Yours truly,
Otto W. Heider

RECEIVED
JUN 6 1950
FOR FILING

32-3304

OREGON STATE HIGHWAY COMMISSION

May 31, 1950
(Date)

3230 (Contract No.) 5-final (Est. No.) D. W. Voreis (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8231	375209	500.00	5/29/50

~~Memo~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date :

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

ACCOUNTING DIVISION

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUN 1 1950
aaw

NOTED ON CARD
6-1-50 JF

Mr. Riverey —
By order of H B Glaisyer over tel this warrant was released to Voreis c/o atty Heider at Sheridan.
Mr. glaisyer promised to forward the release form when with your office to supply us the necessary written signature of release with

✓ Release of Final confirming this request rec'd 6-5-50 aaw

OREGON STATE HIGHWAY COMMISSION

May 31, 1950
(Date)

1230 5-final D. W. Vereis
(Contract No.) (Est. No.) (Contractor)

Voc. No:	Warrant No:	Amt: $	Date:
8231	375209	500.00	5/29/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date : Dec.31,1949

Completed: Jan. 20, 1950

ACCOUNTING DIVISION

Contract Accepted: May 26, 1950

Time Extensions: Extended to Jan. 31, 1950 without penalty

Penalties: None of Record

Claims: None outstanding of record

Remarks:

Date: 6-1-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 23 1950
FOR FILING

32-3304

3230

May 22, 1950

American Surety Co.of New York
David A. Lewis, Asst. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3230, for boat channel and clearing on the Wallowa Lake State Park Section in Wallowa County, has been completed by the contractor, D. W. Voreis, and that final payment in the amount of $500 will be made after acceptance by the Commission, providing outstanding claims have been paid and this office advised.

Our records show two claims filed against this job which are still unpaid, one by M. E. Jordan in the amount of $61.92 and one by the Industrial Accident Commission amounting to $44.66, of which you have been previously notified.

For your information we wish to advise that the total contract amount is $7,664.40, and that no force account work was performed on the project. This contract was completed January 20, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Mr. J. R. Nunna
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
5-22-50, gc

RECEIVED
MAY 11 1950
FOR FILING

32-3204

3230

May 10, 1950

Request for extension of time
No. 1
May 25 and 26 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from D. W. Vorvis for an extension of time on Contract No. 3230, Wallowa Lake State Park Boat Channel and Clearing Project, from December 31, 1949 to January 31, 1950.

Unfavorable weather conditions resulting in considerable loss of time, and the injury of the Dragline operator with the necessity of training a new man, forced the contractor into an overrun of approximately 20 days. There was no interference with the traveling public and no engineering cost involved because of the overrun.

I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

bl

RECEIVED
APR
FOR FILING

92-3204
3230

April 20, 1950

Edge, Davenport & Edge
Paulsen Building
Spokane 8, Washington

Attention: Mr. Harry T. Davenport

Gentlemen:

This is to acknowledge your letter of April 18 concerning the status of Contract 3230 with D. W. Vorseis.

As of this date the contract has not been accepted by the Commission. Inquiry has revealed that it will not be presented to the Commission for acceptance at the April 24 and 25 meeting as the contractor has not yet completed his request for an extension of time. As a consequence the contract most probably cannot be accepted until the meeting following the April meeting which will probably be a month or six weeks after that date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

LESTER P. EDGE
HARRY T. DAVENPORT
LESTER P. EDGE, JR.
H. E. SARETTE

LAW OFFICES OF
EDGE, DAVENPORT & EDGE
PAULSEN BUILDING
SPOKANE 8, WASHINGTON

April 18, 1950

State Highway Commission
Salem,
Oregon

Dear Sirs:

D. W. Voreis - Contract No. 3230

Referring to our former inquiry March 10, 1950, and your answer of March 13, 1950, will you please advise whether the above work has been accepted.

Your s truly,

Harry T. Davenport

HTDhg

RECEIVED
APR 20 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1950
FOR FILING

32-3304

3230

April 7, 1950

American Surety Company of New York
725 Yeon Building
Portland 4, Oregon

Attention: David A. Lewis, Asst. Manager

Gentlemen:

We have received a letter from the State Industrial Accident Commission advising that Mr. D. W. Voreis owes them $44.66 for contributions due the Workmen's Compensation Fund. Although the letter does not state specifically, it may be that this amount is due in connection with Mr. Voreis' Contract 3230 with us for boat channel and clearing work in Wallowa Lake State Park which was completed January 20, 1950.

This information is furnished as the American Surety Company of New York appears as surety on the bond executed in connection with Contract 3230.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:ml

cc - Mr. J. R. Nuzum
Yeon Building
Portland 4, Oregon

Mr. D. W. Voreis
480 East Dartmouth Street
Gladstone, Oregon

FILED ON CMD
4-7-50 gf

INDUSTRIAL ACCIDENT COMMISSION

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

SALEM, OREGON

April 5, 1950

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

3230

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer
Secretary to Commission
Highway Department
State Office Building
Salem, Oregon

Re: Firm No. 154082- D. W. Voreis

Dear Mr. Glaisyer:

Pursuant to our telephone conversation this morning, it is requested that you make a note that Mr. D. W. Voreis of Gladstone, Oregon, owes us $44.66 for contributions due the Workmen's Compensation Fund.

We are having our field auditor secure an accounting of all payrolls had to date, particularly the payrolls had on the Wallowa Lake State Park Boat Channel and Clearing Project, and as soon as a final accounting has been secured, we will notify the Secretary of State of the total amount of contributions due, in the event Mr. Voreis does not pay them.

We appreciate your cooperationg in this matter.

Very truly yours,
COLLECTIONS DIVISION

H. E. Harris

HEH:hm

REFERRED TO
BY SECRETARY
prepare usual letter.
note on card.

1-7-50 gl

RECEIVED
APR 5 - 1950
FOR FILI

32.33.4

3230

3230 C Files

A. F. LAFRENTZ
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE · 725 YEON BUILDING
522 S. W. FIFTH AVENUE · TELEPHONE ATWATER 9438

Portland 4, Ore.

March 27, 1950

Re:
Principal — D. W. Voreis
Obligee — State of Oregon
Bond # — 37-493-100

Oregon State Highway Commission
Salem
Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

We are in receipt of your letter dated March 22, 1950 advising us of the claim of M. E. Jordan of Enterprise, Oregon.

This matter will be looked into promptly.

Very truly yours,

William D. Lane

William D. Lane
Claim Manager

s

RECEIVED
MAR 31 1950
OREGON
STATE HIGHWAY COMMISSION

3-27-50

RECEIVED
MAR 27 1950
FOR FILING

32-3204

3230

3230 Wallowa Lake

March 22, 1950

Mr. M. E. Jordan

Enterprise, Oregon

Dear Mr. Jordan:

This is to acknowledge your letter of March 17 advising that D. W. Vereis owes you the sum of $61.92 for antifreeze furnished him from October 13, 1949 through December 12, 1950, in connection with his operations on Contract 3230 for boat channel and clearing work in Wallowa Lake State Park. Your claim will be entered in our records and we will advise the surety and the contractor that it has been filed.

If you wish to protect your claim for a period longer than six months after the job is completed and accepted by the Commission, it is suggested that it be filed with the Secretary of State. For your convenience in doing this we are enclosing an excerpt from the Oregon Laws outlining this procedure.

For your information the contract was completed January 20, 1950, but to date has not been accepted by the Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Encl.

NOTED ON CARD
3-22-50 bjc

Enterprise, Oregon
March17, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

It is my understanding that it is necessary to file my claim against D.W. Voreis on Job #3230, with you for collection from his bondsmen.

I have been unable to collect this account from Mr. Voreis, so I am enclosing an itemized account for materials furnished to him on the above job at Wallowa Lake.

Thank you for any help you can give me in collecting the above past due balance of $61.92.

Very truly yours,

M E Jordan

M.E. Jordan

RECEIVED
MAR 20 1950
OREGON
STATE HIGHWAY COMMISSION

NOTE ON CARD

3-21-50 C

Statement

March 1, 1950

M Mr. D.W. Voreis
480 East Dartmouth
Gladstone, Oregon

To M.E. Jordan
Enterprise, Oregon

Gibson's Statements, No. 40

10/13/49	6 Gals. Antifreeze	15	48
11/5/49	6 Gals. Antifreeze	15	48
12/19/49	6 Gals. Antifreeze	15	48
1/12/50	6 Gals. Antifreeze	15	48
	Total:	$61	92

State of Oregon, County of Wallowa:ss.

I hereby certify that the foregoing statement of merchandise furnished to D. W. Voreis is a full, true and complete state of account and that no part thereof has been paid.

M.E Jordan

Subscribed and sworn to before me this 17th day of March, 1950.

Notary Public for Ore.

My Commission expires January 12, 1952.

RECEIVED
MAR 27 1950
FOR FILING

32-3204

3230

Miss Lewis

March 22, 1950

American Surety Company of New York
725 Yeon Building
Portland 4, Oregon

Attention: David A. Lewis, Asst. Manager

Gentlemen:

We have received a statement from M. E. Jordan, Enterprise, Oregon, advising that D. W. Voreis owes him the sum of $61.92 for twenty-four gallons of antifreeze furnished from October 13, 1949 to January 12, 1950, in connection with Mr. Voreis' operations on his Contract 3230 for boat channel and clearing work in Wallowa Lake State Park.

This information is provided as the American Surety Company of New York appears as surety on the bond executed in connection with Contract 3230.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. J. R. Warren
Yeon Building
Portland 4, Oregon

Mr. D. W. Voreis
430 East Dartmouth Street
Gladstone, Oregon

3-22-50jf

RECEIVED
MAR 31 1950
FOR FILIN
3230

A. F. LAFRENTZ
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE · 725 YEON BUILDING
522 S. W. FIFTH AVENUE · TELEPHONE ATWATER 9488

Portland 4, Ore.

March 21, 1950

Re:
Principal — D. W. Voreis
Obligee — State of Oregon
Bond # — 37-493-100

Oregon State Highway Commission
Salem
Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Thank you for your letter of March 14, 1950 advising us of the claim of Mr. Williamson.

This matter will be looked into promptly.

Very truly yours,

William D. Lane

William D. Lane
Claim Manager

l/s

3-22-50

RECEIVED
MAR 15 1950
FOR FILING

32.3304
3230

Mrs. Lewis

March 14, 1950

American Surety Company of New York
725 Yeon Building
Portland 4, Oregon

Attention: David A. Lewis, Asst. Manager

Gentlemen:

We have received a letter dated March 10 from M. Keith Wilson, District Attorney at Enterprise, advising that Mr. D. W. Voreis has left several unpaid accounts, one of which is a wage account with Tyrell A. Williamson, Joseph, Oregon in the amount of $341.63 less a credit of $125.00. This claim appears to be in connection with Mr. Voreis' Contract 3230 for boat channel and clearing work in Wallowa Lake State Park, which contract was completed January 20, 1950.

This information is provided as the American Surety Company of New York appears as surety on the bond executed in connection with Contract 3230.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. J. R. Munns
Yeon Building
Portland 4, Oregon

Mr. D. W. Voreis
480 East Dartmouth Street
Gladstone, Oregon

NOTED ON CARD
3-14-50 R

RECEIVED
MAR 15 1950
FOR FILING

32.3304
3230

3230 Mrs. Lewis

DISTRICT ATTORNEY'S Files

March 14, 1950

Mr. M. Keith Wilson
District Attorney
Enterprise, Oregon

Dear Mr. Wilson:

We have your letter of March 10 concerning debts owed by Mr. D. W. Voreis in connection with his operations on the boat channel and clearing project in Wallowa Lake State Park, our Contract No. 3230.

Mr. Voreis completed this job on January 20, 1950, and to date it has not been accepted by the Commission although it is entirely possible that it will be at the meeting of the Commission March 20 and 21. A retained percentage in the amount of $500.00 is being withheld by the Commission until the job is accepted and we are advised that claims have been satisfactorily adjusted. The American Surety Company of New York furnished the bond in connection with the above contract. Their agent in this instance is J. R. Mumma, Yeon Building, Portland 4.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mk

NOTE ON S...
3-14-50 FAQ

OFFICE OF DISTRICT ATTORNEY

STATE OF OREGON --- COUNTY OF WALLOWA

ENTERPRISE, OREGON

3230

M. KEITH WILSON
DISTRICT ATTORNEY

March 10, 1950.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen,

Mr. L. . Jordan, who is a contractor of years on a project at the head of Wallowa Lake, during the past fall and winter has left several unpaid accounts in this locality, one of which is a wage account with Tyrell A. Allison of Joseph, Oregon, in the amount of $341.63, less a credit of $25.00. Jordan has made numerous promises to pay, and has blamed his failure to pay on not receiving a settlement from your department on his contract.

It has now gone on so long, that it appears he is deliberately trying to avoid payment of this account, and I should like to be put in touch with the surety on the individual contract bond on the job.

If you will kindly [illegible] at your earliest convenience.

Very truly,
M Keith Wilson
M. KEITH WILSON.

DTC
Respectfully

3-13-50, gl

RECEIVED
MAR 13 1950
FOR FILING

22-2304
3230

March 13, 1950

Edge, Davenport & Edge
Paulsen Building
Spokane 8, Washington

Attention: Mr. Harry T. Davenport

Gentlemen:

We have your letter of March 10 concerning the status of Contract 3230 with D. W. Vereis for boat channel and clearing work in Wallowa Lake State Park. This contract was completed on January 20, 1950, but to date has not been accepted by the Commission. It is possible that it may be among those contracts presented for acceptance at the Commission meeting March 20 and 21.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

LESTER P. EDGE
HARRY T. DAVENPORT
LESTER P. EDGE, JR.
H. E. SARETTE

LAW OFFICES OF
EDGE, DAVENPORT & EDGE
PAULSEN BUILDING
SPOKANE 8, WASHINGTON

March 10, 1950

State Highway Commission
Salem,
Oregon

Dear Sirs:

D. W. Voreis - Contract No. 3230

Will you please advise us, representing Standard Oil Company of California, whether the above work has been accepted by the state, and if so, date of acceptance.

Yours truly,

Harry T. Davenport

HTDhg

RECEIVED

RECEIVED
FEB 17 1950
FOR FILING

32-3304

3230

February 17, 1950

David A. Lewis, Manager
American Surety Company of
New York
Portland Branch
725 Yeon Building
Portland 4, Oregon

Dear Mr. Lewis:

I want to thank you kindly for your letter of February 16, concerning semi-final payment to E. H. Vereide, in connection with his contract No. 3230, with the State Highway Commission for boat channel and clearing work in Hallows Lake State Park.

It embarrasses me to have to admit that the second paragraph of my letter of February 15th was in error. The claim of the Standard Oil Company of California in the amount of $790.74 still remains unpaid according to our records. The item was inadvertently overlooked when my letter of February 15 was prepared. I appreciate very much your having called this to my attention.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBB:ts

cc - Mr. J. R. Burns
Yeon Building
Portland 4, Oregon

cc - F. A. Quarry

A.F. LAFRENTZ
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE • 725 YEON BUILDING
522 S.W. FIFTH AVENUE • TELEPHONE ATWATER 9436

Portland 4, Ore.

February 16, 1950

Oregon State Highway Commission
Salem, Oregon

Re: Contract #3230 Bond 37-493-100 D. W. Voreis

Gentlemen:

We have received your letter of February 15 stating that a semi-final payment in the amount of $227.15 will be made on or after February 25, 1950, and that the retained percentage is $500.

You have said that you are not advised of any unpaid claims, and we are wondering therefor whether or not you have received some communication from the Standard Oil Company of California, Spokane 7, Washington, concerning the bill of $790.74 that they wrote you about on February 3, 1950.

We are getting in touch with Mr. Voreis and will communicate with you later.

Yours very truly,

David A. Lewis
MANAGER

DAL:mn

RECEIVED
FEB 15 1950
FOR FILING

32-3304

3230

February 15, 1950

American Surety Co. of New York
David A Lewis, Asst. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to D. W. Voreis, on contract No. 3230, for boat channel and clearing in Wallowa Lake State Park in Wallowa County. This payment, in the amount of $227.15, will be made on or after February 25, 1950. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Mr. J. R. Munson
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
2-15-50 gf

RECEIVED
FOR FILING

32-3204
3230

3230 Dave Lewis

February 9, 1950

American Surety Company of New York
725 Yeon Building
Portland 4, Oregon

Attention: David A. Lewis, Assistant Manager

Gentlemen:

We have received a letter dated February 3, 1950, from the Standard Oil Company of California, Post Office Box 1495, Spokane 7, Washington, advising that D. W. Vorein owes them $790.74 for materials, products and supplies furnished to him under our Contract 3230 for boat channel and clearing work in Wallowa Lake State Park. They advise that their statement covers the period October 1949 through January 1950.

This information is furnished as the American Surety Company of New York appears as surety on the bond executed in connection with Contract 3230.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

cc - J. K. Hamm
Yeon Building
Portland 4, Oregon

D. W. Vorein
480 East Dartmouth Street
Gladstone, Oregon

NOTED ON CARD
2-9-50

Miss Lewis

February 9, 1950

Standard Oil Company of California
P. O. Box 1495
Spokane, Washington

Gentlemen:

This is to acknowledge your letter of February 3rd concerning a claim you have against D. W. Vorais on our Contract 3230 in the amount of $790.74 for materials, products and supplies furnished the contractor.

This contract was completed on January 20, 1950, but to date has not been accepted by the Commission. The last estimate we have dated January 20, 1950, shows a total amount of work performed of $7,664.40. To date $6,937.25 has been paid and there is being withheld the sums of $527.15. The percentage of money paid to the total contract amount is approximately 89%.

Your letter will be entered on our records as a statement of a claim against the contract. In the event that you wish to protect your claim beyond a period of six months after completion and acceptance of the contract it is suggested that the claim be filed with the Secretary of State. For your convenience we are enclosing an excerpt from the Oregon Law concerning such a filing.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md
Enc.

NOTED ON CARD

2-7-50

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
E. W. HOLSTAD
DISTRICT MANAGER
G. W. O'BRIEN
ASSISTANT DISTRICT MANAGER
A. E. STEVENS
ASSISTANT DISTRICT MANAGER
S. A. GRONSDAHL
ASSISTANT TO THE DISTRICT MANAGER

OFFICE
OLD NATIONAL BANK BLDG.
P. O. BOX 1495

SPOKANE 7, WASHINGTON

February 3, 1950

Received
BY SECRETARY
prepaid reply

MR. D. W. VOREIS
480 EAST DARTMOUTH
GLADSTONE, OREGON
STATE CONTRACT #3230

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

Our Enterprise Plant delivered materials, products and supplies to the above contractor, which were used in the construction of the boat moorage and removal of stumps and clearing of shoreline on Wallowa Lake.

We have received no payments from this contractor, and the following is the present condition of his account with us:

October	$ 90.50
November	331.90
December	270.84
January	97.50
	$ 790.74

We would appreciate your giving us the following detailed information concerning the progress of this contract:

Date of Completion -

Amount of Money Paid -

Percent of Money Paid -

Amount of Money Withheld -

If we are not successful in securing our money directly from Mr. Voreis, it will be necessary to file a lien with your Office.

A postpaid reply envelope is enclosed for your convenience.

Sincerely yours

J D Hartup

District Credit Manager

JWS:mhs
enc.

RECEIVED
FEB 3 1950
FOR FILING

32-3214

3230

Fijos

Miss Lennie

February 1, 1950

Malcolm H. Hanke
Chief Accountant

I hand you herewith an order of release from Guy H. Pace, Clerk of the Circuit Court of Clackamas County, whereby money heretofore owing D. W. Vervais by the State Highway Commission for work performed under State Highway Contract No. 3230 for the Wallowa Lake Boat Channel and Clearing Project, which funds were heretofore attached by the Credit Service Company, is released.

In view of this order you are at liberty to pay to Mr. Vervais the monies that were held up by reason of this attachment.

HHO/fm

Secretary

cc - Floyd Quarry
Malcolm Hanke (2)

NOTED OR C.
2-1-50 GK

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

CREDIT SERVICE COMPANY, a corporation,

Plaintiff,

vs.

D. W. VOREIS

Defendant.

No. 40858

ORDER TO RELEASE

COPY

TO: OREGON STATE HIGHWAY COMMISSION:

By order of Francis J. Krause, of attorneys for plaintiff, you are hereby directed to release all of the money attached in the above entitled case and held by you as garnishee, by virtue of a copy of Writ of Attachment and notice of Garnishment served upon you in the above entitled cause and Court.

/s/ Guy H. Pace
GUY H. PACE, CIRCUIT COURT CLERK

By_____
Deputy

TO GUY H. PACE, Clerk of the Circuit Court of Clackamas County:

Plaintiff hereby requests that you issue the within release. In the event the garnishee pays the money covered by this release to you before a service of the order of release, you are authorized to pay such money to the defendant.

/s/ Francis J. Krause
Attorney for Plaintiff

COPY

The original of this Order to Release is filed in Contract # 2230

3230

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 27, 1950

Mr. Denver Young
Sheriff, Marion County
Court House
Salem, Oregon

NOTED
H. B. GLAISYER

Attention: Mr. A. J. Malstrom, Deputy

Dear Sir:

This is by way of response to the writ of attachment and notice of garnishment served on the Highway Commission in connection with the case of Credit Service Company, a corporation, plaintiff, vs. D. W. Voreis, defendant.

Please be advised that there is in the custody and under the control of the Highway Commission the sum of $2426.90 earned by the above named defendant and as yet unpaid in connection with State Highway Contract No. 3230.

Please also be advised that the above funds are declared by law to be trust funds and can be employed only in connection with payment of claims incurred in the performance of said contract. If the claim in connection with which the attachment has been made is for labor or materials furnished in connection with said contract, then the funds in the custody of the Highway Commission are subject to such attachment to the extent of the amount of the claim, but if the claim is unrelated to the job then the only money earned by the contractor which would be subject to the attachment would be profits on the job.

We have advised our auditor to withhold from final settlement sufficient to cover the amount of this claim until it can be determined whether the plaintiff has a right to money earned under the contract.

Yours very truly,

J. M. DEVERS

JMD:AWP
cc Mr. H. B. Glaisyer
Mr. M. H. Hawke

RECEIVED
JAN 27 1950
FOR FILING

FILES

Miss Lewis

32-3304.

9230

Salem, Oregon
January 26, 1950

Mr. J. H. Devers
Chief Counsel

Dear Mr. Devers:

Attached for further handling by yourself is a writ of attachment in the Circuit Court of the State of Oregon for Clackamas County by Credit Service Company against D. W. Voreis. This attachment was served in this office at 10:45 a.m. this morning and is in the amount of $318.90 plus interest against funds due Mr. Voreis under our Contract 3230.

We are today writing to Mr. H. H. Hawks to withhold any payments due the contractor until he is advised further.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

F&Q:md
Attach.

1-26-50, gR

January 26, 1950

American Surety Company of New York
David A. Lewis, Asst. Manager
725 Yeon Building
Portland 4, Oregon

Gentlemen:

This is to advise that at 10:45 a.m. today a writ of attachment in the Circuit Court of the State of Oregon for Clackamas County was served in this office. The attachment is by the Credit Service Company against D. W. Vereis in the amount of $318.90 plus interest in connection with any funds due Mr. Vereis on his Contract 3230 for boat channel and clearing work in the Wallowa Lake State Park in Wallowa County.

This information is furnished as the American Surety Company of New York appears as surety on the bond executed in connection with Contract 3230.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - American Surety Company of New York
100 Broadway
New York 5, New York

Mr. J. M. Munsa
Yeon Building
Portland 4, Oregon

NOTED ON CARD
1-26-50 JK

Miss Lewis

Salem, Oregon
January 26, 1950

Mr. M. H. Hawks
Chief Accountant

Dear Mr. Hawks:

A writ of attachment in the Circuit Court of the State of Oregon for Clackamas County was served in this office this morning.

This attachment, in the amount of $318.90 plus interest is on behalf of the Credit Service Company against D. W. Vereis and funds that may be due him under our Contract No. 3230. Please withhold any further payments on this contract until further advised.

Very truly yours

Secretary

PAQ:md

NOTED ON CARD
1-26-50 gk

Form E-1—634—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending No. 15 Final January 21, 19 50

Section Wallowa Lake Park

Highway State Park

Contractor D. W. Voreis

Date of contract Sept. 20, 19 49

Date work started Oct. 11, 19 49

Amount of contract . . . . . $ 7,770.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 8,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 445.00, ... %

Kind of work Boat Channel & Clearing

Section prefix 52-3304

Contract number 3230

Date of completion Dec. 31, 19 49

Estimated date of completion Completed, 19 .....

Per cent of time elapsed 100 %

Date project was completed January 20, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed channel excavation Thursday.

Finished leveling and trimming embankment areas Friday and started loading out his equipment Friday P.M.

Project is complete.

Final estimate will be submitted next week.

NOTED
H. W. LIBBY

Signed J. C. Hiatt

Address Enterprise, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING Boat Channel	SURFACING Clearing	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	9,400	28 acres			
Estimated quantities moved or placed to date	9,400	28 acres			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1 (dragline), Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 1, Sheep-foot rollers ....., ..., ..., ...

3 dump trucks

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold, wind, snow		
Monday	" "	"	
Tuesday	Cold, snow flurries		
Wednesday	Part cloudy, moderate		
Thursday	Overcast, moderate +45°		
Friday	Overcast, chinook +50°		
Saturday			

RECEIVED
JAN 23 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 32571

RECEIVED
JAN 16 1950
FOR FILING

32-3304

3230

January 13, 1950

Portland Association of Credit Men, Inc.
338 Pittock Block
Portland 5, Oregon

Attention: Mr. H. C. Vaillancourt

Gentlemen:

In reply to your letter of January 12 regarding D. W. Voreis, we can advise that Mr. Voreis has a contract, No. 3230, with us for a boat channel and clearing in Wallowa State Park in Wallowa County. This contract is in the amount of $7,770 and it is expected that it will be completed about January 31, 1950. The latest report we have shows the job is about 94 per cent complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

NOTED
H. B. GLAISYER

VIGILANTIA

PORTLAND ASSOCIATION OF CREDIT MEN, INC.

337 PITTOCK BLOCK
PORTLAND 5, OREGON

E. W. JOHNSON
EXECUTIVE VICE-PRESIDENT

January 12, 1950

3230

R. H. Baldock
State Highway Engineer
Salem, Oregon

RE: D. W. VORIES

Dear Sir:

We are endeavoring to obtain information on the above party for one of our members and we understand that the above party is at the present time executing contracts for the State Highway Commission in or around Joseph, Oregon.

Any information you can give us relative to these contracts and the possible date of completion will be sincerely appreciated.

We refer you to the First National Bank, the U. S. National Bank, and the Bank of California, all members of and stockholders in this Association.

For your convenience in replying we are enclosing herewith a prepaid envelope.

Yours truly,

PORTLAND ASSOCIATION OF CREDIT MEN, INC.

H. C. VAILLANCOURT
HCV:ec:19
#67716

RECEIVED
JAN 13 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN - 4 1950
FOR FILING

32-3304
323

File
323
Multnomah

December 28, 1949

Mr. Otto E. Heider
Attorney at Law
Sheridan, Oregon

Dear Mr. Heider:

This acknowledges your letter of December 28, 1949, enclosing an original and duplicate copies of an assignment given by Mr. D. E. Vorein to yourself, being for monies due Mr. Vorein under estimate No. 2, Contract No. 3230 for construction of boat channel and clearing work in Wallowa State Park. You also enclosed a letter from the American Surety Company, signed by David A. Lewis, Assistant Manager, Portland, consenting to this assignment without prejudice to the bond.

The assignment appears to meet the requirements of the State Highway Commission, and will be honored. A warrant covering payment under estimate No. 2 will be made payable to Mr. Vorein and assigned to you. It will be mailed direct to you.

Payment of the estimate will be expedited somewhat possible. I anticipate, however, that it will be about two weeks before you will receive the warrant.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

WEH:bs

cc - D. E. Vorein
American Surety Company
M. H. Hamlin (2)
P. A. Emery

NOTED ON CARD
12-28-49 JC

LOS ANGELES
JAN -4 1950
FILED

December 28, 1949

Malcolm H. Hawke
Chief Accountant

I attach a duplicate assignment given by Mr. D. W. Voreis to Otto Heider, Sheridan, covering monies due him under estimate No. 2, Contract No. 3230, for boat channel and clearing work in Wallowa State Park. I also attach a copy of a letter from the American Surety Company consenting to this assignment without prejudice to the bond.

This assignment meets the requirements of the State Highway Commission, and should be honored. Will you kindly send the warrant direct to Mr. Heider when it is received from the Secretary of State.

Secretary

HBO:ts

NOTED ON CARD
1A-25-49, SC

FORM E-30 25M 9-49 54058

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1949

SUBJECT:

To: H. B. Glaisyer
Secretary
323 State Office Building

Dear Sir:

I enclose for your processing an assignment of claim in duplicate, a consent of surety, and a letter from Mr. Otto W. Heider, attorney at Sheridan, in connection with a proposed assignment of claim from D. W. Voreis on his contract No. 3230, this voucher out to the contractor for signature having been mailed to him on December 14. I have placed a note on the Commission list and upon return of the voucher signed by the contractor, we will do nothing further with it until we hear from your office as to your disposal of this assignment.

Very truly yours,

Carl F. Smith
Accounting Division

cfs/rs
encl.

12-27-49

PHONES:
OFFICE: 3333; RES: 3333

REFERRED TO
[signature]
M. H. Hawks, Comptroller

OTTO W. HEIDER
ATTORNEY-AT-LAW
SHERIDAN - 1 - OREGON

December 22, 1949

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Gentlemen:

Find enclosed assignments of claim from D. W. Voreis who has contract 3230 in the amount of $2482.90. Also, a consent to the assignment from Mr. David A. Lewis, assistant manager of the American Surety Company under date of December 19th. This is in payment of estimate No. 2, and I will appreciate it if you will acknowledge receipt of the enclosures, if you find the assignment in order, and that payment will be made direct to my office at the time of issuing the warrant. I will appreciate it if you will give me some idea when we may expect remittance.

Thanking you in advance for your prompt reply, which assignments are executed by D. W. Vories as of the 19th of December.

Yours truly,

owh:l

NOTE TO Hawks
DATE 12/27

[illegible]IRED
[illegible]ASTER 12/28

Otto W. Heider 12-27-49

AMERICAN SURETY COMPANY
of New York
Portland Branch Office
522 S. W. Fifth Avenue
725 Yeon Building
Telephone Atwater 9438
Portland 4, Ore.

December 19, 1949

Oregon State Highway Commission
Salem, Oregon

Re: Contract 3230 D. W. Voreis

Gentlemen:

Mr. Voreis has requested an Assignment to Mr. Otto Heid[illegible] of Sheridan, Oregon, of payment of estimate No. 2 to be made under Contract 3230. We have no objection to this assignment and it will not impair rights under the bond.

Very truly yours,

/s/ David A. Lewis

David A. Lewis
Assistant Manager

DAL:mn

12-27-49

RECEIVED
NOV 23 1949
FOR FILING

32-3304
3230

Files

November 18, 1949

Mr. Malcolm H. Hanks
Chief Accountant

I hand you herewith an assignment from D. W. Vorvis to Otto Heider, covering all monies due Mr. Vorvis under Estimate No. 1, contract No. 3230, for construction of a boat channel in Wallowa State Park. This assignment is for $2,606.20, which I understand is the amount payable to Mr. Vorvis under Estimate No. 1 mentioned above.

I also attach a copy of the letter I have received from the American Surety Company of New York, surety on the bond furnished by Mr. Vorvis in connection with this job, consenting to the assignment. The assignment is satisfactory, and payment of Estimate No. 1 should be made in conformity therewith.

Secretary

HHD:be
Enc.

cc - F. A. Query

Otto Heider
Sheridan, Oregon

NOTED ON CARD
11-18-49 SR

Mrs. Lewis

November 17, 1949

Mr. Otto W. Heider
Attorney-at-Law
Sheridan, Oregon

Dear Mr. Heider:

This is to acknowledge your letter of November 15 to which was attached two copies of an assignment signed by B. W. Vorein, assigning funds due him under Estimate No. 1, Contract 3230 to yourself, and a copy of the letter from the surety consenting to the assignment.

The assignment appears to be in order and payment under Estimate No. 1 will be handled in compliance with the assignment without delay. It was necessary, however, to call Mr. David A. Lewis in Portland and request that he send us an original copy of the letter of consent as the carbon copy we now have does not indicate the company or firm for which he is assistant manager.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
11-17-49 gk

PHONES:
OFFICE: 3333; RES: 3333

OTTO W. HEIDER
ATTORNEY-AT-LAW
SHERIDAN - 1 - OREGON

November 15, 1949

State Highway Commission
Salem
Oregon

Gentlemen:

Find enclosed duplicate and assignment of claim from D. W. Vories dated the 14th day of November, 1949, who holds contract 3230 and I believe his estimate has been approved for $2608.20 which he says I will receive an order for a warrant on the Secretary of State for that amount about the 5th of next month.

Find enclosed a consent from David A. Lewis who is manager of his bonding company consenting to this payment to me under contract No. 3230. I believe this is the claim for estimate No. 1, of $2608.20.

Thanking you for acknowledging receipt of the documents and on this assignment all dealings will be had direct with this office. Thanking you for noting the foregoing as I have had to advance the money to Mr. Vories to pay his help pending remittance from the State Highway Department. Kindly acknowledge receipt.

Yours truly,

Otto W. Heider

owh:l

NOTED ON CARD
11-16-49 cl

A. F. LAFRENTZ
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE · 725 YEON BUILDING
522 S. W. FIFTH AVENUE · TELEPHONE ATWATER 9438

Portland 4, Ore.

November 10, 1949

Re: Contract 3230- D.W.Voreis

Oregon State Highway Commission,
Salem,Oregon

Gentlemen:

Mr.Voreis has requested an Assignment to Mr.Otto Heider of Sheridan,Oregon of payment in the amount of $2300.00,to be made under Contract 3230. We have no objections to this assignment.

Very truly yours

David A Lewis

DAVID A LEWIS
ASST.MGR.

DAL:EM

Bond for letter concerning
to assignment of est #1

Est #1, 11-5-49 Total 2898.00
Retained 289.80
To Contr. 2608.20

11-17-49 gr

November 14, 1949

Re: Contract 3230- D. W. Voreis

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Mr. Voreis has requested an Assignment to Mr. Otto Heider of Sheridan, Oregon of payment of estimate No. 1, to be made under Contract 3230. We have no objections to this assignment.

Very truly yours,

DAVID A. LEWIS
ASST. MGR.

DALewis--ggb

RECEIVED
17
STATE HIGHWAY COMMISSION

Re: American Surety Company of New York

November 14, 1949

Re: Contract 3230- D. W. Voreis

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Mr. Voreis has requested an Assignment to Mr. Otto Heider of Sheridan, Oregon of payment of estimate No. 1, to be made under Contract 3230. We have no objections to this assignment.

RECEIVED
NOV 2
STATE HIGHWAY COMMISSION

Very truly yours,

David A. Lewis

DAVID A. LEWIS
ASST. MGR.

DALewis--ggb

RECEIVED
NOV - 1 1949
FOR FILING

32-3304
3230

November 1, 1949

Mr. Paul Lynch
Deputy Collector
Bureau of Internal Revenue
207 Post Office Building
Salem, Oregon

Dear Mr. Lynch:

In answer to your phone inquiry of yesterday we can advise that we have a contract with Mr. D. W. Voreis whose address if 430 East Dartmouth Street, Gladstone, Oregon. The contract he holds with us is our No. 3230 for boat channel and clearing work in the Wallowa State Park in Wallowa County. The amount of contract is $7,770 and the surety is the American Surety Company of New York whose agent in this instance is J. R. Mumma, Yeon Building, Portland, Oregon. The contract was awarded September 20th and work was started October 11, 1949. Completion date is scheduled for December 31, 1949. As of this date no estimate has been received of work accomplished. There should be one available, however, shortly after the 10th of November.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

~~Empire 6842~~

Voreis

3230

~~Conley~~

awarded 9-20-49 $7770.00

started work 10-11-49

To be done 12-31-49

no est. yet - one due 11-10-49

RECEIVED
OCT 18 1949
FOR FILING

32-330

3230

October 17, 1949

Mr. D. W. Voreis
480 E. Dartmouth St.
Gladstone, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3230 which was awarded to you on September 20, 1949 by the State Highway Commission, covering boat channel and clearing on the Wallowa Lake State Park Section of the State Park Highway in Wallowa County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/17, 19 L

RECEIVED
SEP 23 1949
FOR FILING

32-3304
3230

September 23, 1949

D. W. Vavrin
480 E. Dartmouth Street
Gladstone, Oregon

Dear Mr. Vavrin:

The State Highway Commission on September 20, 1949, awarded you the contract for the Wallowa Lake State Park boat channel and clearing project. This award was based on your low bid of $7,770.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secty.
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. N. Probart
G. S. Paulson

32-3305 Halloua Park Dwelling 1949

RECEIVED
NOV 16 1950
FOR FILING

Bridge Dept.

Steve:

This contract was Completed 1-17-50. Could the stove oil have been a part of the Contract?

H K D
by J. Quinn

RECEIVED
NOV 16 19
FOR FIL

Floyd

This was for ...
fuel which we had stored in tank
but which was used by Kelly during
construction. Was delivered after job was
completed

Wa Reeves

RECEIVED
NOV 16 1950
FOR FILING

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND 5, OREGON
TELEPHONE ATWATER 7321

November 2, 1950

3231

OREGON STATE HIGHWAY COMMISSION
Bridge Department
Salem, Oregon

Attention: Mr. Stevenson

Gentlemen:

On February 9, 1950 we called your attention to a delivery of Shell furnace oil to the Oregon State Highway Commission, Caretaker's House, Wallowa Lake, Joseph, Oregon. As noted in our letter this delivery was invoiced to J. H. Kelley, Kelley Construction Company, 6323 East 15th Street, Vancouver, Washington. Our distributor at Enterprise also made a previous delivery billed to Mr. Kelley at the Caretaker's house.

As both of these deliveries are unpaid and we are unsuccessful in locating Mr. Kelley, it would be appreciated if you would complete the following questions pertaining to the "Caretaker's House" job on the extra copy of this letter and return to us. Also if you know of Mr. Kelley's present address, please advise us.

1. Contract let by Oregon State Highway Commission
2. Contract Number 3231 3. Principal Contractor Kelley Const. Co.
4. Address of Contractor 6323 E. 15th St. McLaughlin Apts Vancouver Wash
5. Bonding Company furnishing Surety General Cas. Co. of America
6. Address
7. Agent of Surety Thomas R. Hudson 8. Address 313 East 2nd St The Dalles, Ore
9. Amount of Contract $ 14628.00 10. Amount of Bond $ 14628.00
11. Contract completed - Date Jan 17 1950
12. Work accepted - Date Nov 25 1950 13. Last Date for filing claim Dec. 25, 1950

Very truly yours,

SHELL OIL COMPANY

R. H. FORBES
Division Credit Manager

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1950
FOR FILING

32-3305

OREGON STATE HIGHWAY COMMISSION

April 27, 1950
(Date)

1231
(Contract No.)

3-final
(Est. No.)

Keller Construction Co.
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
6021	373155	1,026.87	4/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completion:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: APR 27 1950

NOTED ON CARD
4/27/50

OREGON STATE HIGHWAY COMMISSION

April 21, 1950
(Date)

3231 (Contract No.)	3-final (Est. No.)	Kelley Construction Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
6021	373155	1,026.87	4/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Jan. 31, 1950

ACCOUNTING DIVISION

Completion: 1-17-50

Contract Accepted: April 25, 1950

Time Extensions: None Needed

Penalties: None of Record

Claims: None of Record Outstanding

Remarks:

Date: 4-26-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
APR 4 - 1950
FOR FILING

32 3245
3231

April 3, 1950

General Casualty Co.of America
Thomas R. Hudson, Agent
313 East 2nd St.
The Dalles, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3231, for construction of caretakers house in Wallowa Lake Park in Wallowa County, has been completed by the contractor, Kelley Construction Co., and that final payment in the amount of $1,026.87 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $14,483.77, and that no force account work was performed on the project. This contract was completed January 17, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Department

NOTED ON CARD
4/3/50 K

RECEIVED
FOR FILING

32-315
3231

File
3231

February 17, 1950

General Casualty Company of America
303 East Second Street
The Dalles, Oregon

Attention: Mr. Thomas R. Hudson

Gentlemen:

This is to acknowledge your letter of February 13 concerning a claim by Mr. Foster against Mr. Kelley in the amount of $1,250, plus $19.35 in connection with Kelley Construction Company's contract 3231 for construction of the caretaker's house in Wallowa Lake Park.

It appears that our letter we wrote on February 15 advising that Mr. Foster had acknowledged payment of the claim apparently crossed your letter in the mail. Our records show from Mr. Foster's note that the claim has been settled.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

cc - M. Stephenson
Bridge Department

THOMAS R. HUDSON
303 East Second Street
Telephone: 2268
The Dalles, Oregon

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES — SEATTLE, WASHINGTON

February 13, 1950

3231

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: James Kelley,
d/b/a Kelley Construction Co.,

Regarding your letter of February 9, 1950. We have contacted Mr. Kelley and he advises us that Orren Foster was paid by check $1,250.00 on January 30, 1950. The $19.35 owed to Mr. Foster on a personal matter may be broken down into two sums, $10.79 representing the cost of a medicine cabinet placed in the Wallowa Lake Park dwelling. It was Mr. Foster's agreement initially, with Mr. Kelley that he supply all of the bath room fixtures. At a later date Mr. Foster disputed this item. Mr. Kelley has not paid the $10.79, he advises us. The remaining $8.56 was paid on January 30, 1950.

The final O.K. by your office was on January 16, 1950. Mr. Foster billed Mr. Kelley on the 17th and mailed it to his Vancouver, Washington address. As already noted, the sum was paid on January 30, 1950, which we feel is within a reasonable length of time. We trust that this information will explain the transaction to your satisfaction.

Very truly yours,

THOMAS R. HUDSON

Russell Hudson

Russell Hudson

cc: Mr. Stevenson,
Bridge Department,
Oregon State Highway Commission,
Salem, Oregon.

General Casualty Company,
601 Board of Trade Bldg.,
Portland, Oregon.

RECEIVED
FEB 16 1950
FOR FILING

3233.5
323/

Files
Mrs Lewis

February 15, 1950

Mr. Orren Foster

Enterprise, Oregon

Contract 3231

Dear Mr. Foster:

We acknowledge with thanks your note received today advising that Mr. James Kelley has settled your claim against him. This is in connection with the claim received in this office on February 9 in the amount of $1250, plus personal balance of $19.35 in connection with construction of the caretaker's house in Wallowa State Park.

We will advise the surety and the contractor that your statement has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md

NOTED ON CARD
2-15-50 GR

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

February 9, 1950

Mr. Orren Foster

Enterprise, Oregon

Dear Mr. Foster:

There has been forwarded to this office a claim by yourself against James Kelley, dba Kelley Construction Company, for plumbing and heating on the caretaker's house in Wallowa Lake State Park in the amount of $1,250 plus a personal balance of $19.35. This appears to be in connection with our Contract 3231 with the Kelley Construction Company whose address with us is listed as 514 Benton Street, The Dalles, Oregon.

This claim will be recorded in this office and we will advise the surety on the contract and the contractor of its receipt.

In the event that you wish to protect your claim beyond a period of six months after the job is completed and accepted by the Commission it is suggested that the claim be filed with the Secretary of State. For your information in this matter we are enclosing an excerpt from the Oregon Law outlining the necessary procedure. This contract is still incomplete and has not been accepted by the Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

REFERRED TO BY SECRETARY

Mr. Kelley has settled with us, since writing you,

Orren Foster. 2-15-50

Mrs Lewis

February 15, 1950

Mr. Thomas R. Hulsen
313 East Second Street
The Dalles, Oregon

Dear Mr. Hulsens

We have today received a note from Mr. Orren Foster which reads as follows:

"Mr. Kelley has settled with us since writing you."

This is in connection with the claim of which you were notified February 9 in the amount of $1,250 plus a personal balance of $19.35 by Mr. Foster against Kelley Construction Company for plumbing and heating work on the caretaker's house in Wallowa Lake State Park, our Contract 3231.

This information is provided as the General Casualty Company of America appears as surety on the bond executed in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Kelley Construction Company
514 Benton Street
The Dalles, Oregon

NOTED ON CARD
2-15-50 JSC

RECEIVED
FEB 16 1950
FOR FILING

3231

3231

Mrs Sims

February 9, 1950

Mr. Orren Foster

Enterprise, Oregon

Dear Mr. Foster:

There has been forwarded to this office a claim by yourself against James Kelley, dba Kelley Construction Company, for plumbing and heating on the caretaker's house in Wallowa Lake State Park in the amount of $1,250 plus a personal balance of $19.35. This appears to be in connection with our Contract 3231 with the Kelley Construction Company whose address with us is listed as 514 Benton Street, The Dalles, Oregon.

This claim will be recorded in this office and we will advise the surety on the contract and the contractor of its receipt.

In the event that you wish to protect your claim beyond a period of six months after the job is completed and accepted by the Commission it is suggested that the claim be filed with the Secretary of State. For your information in this matter we are enclosing an excerpt from the Oregon Law outlining the necessary procedure. This contract is still incomplete and has not been accepted by the Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
2-9-50

February 9, 1950

Mr. Thomas R. Hulsom
313 East Second Street
The Dalles, Oregon

Dear Mr. Hulsom:

We have received a statement from Orren Foster of Enterprise, Oregon, advising that James Kelley, dba Kelley Construction Company, owes him $1,250 for plumbing and heating furnished in the construction of the caretaker's house in Wallowa Lake Park. He also advises that an additional $19.35 is owed to him on a personal matter.

This appears to be in connection with our Contract 3231 with the Kelley Construction Company for construction of the Wallowa Lake caretaker's house.

This information is provided as the General Casualty Company of America appears as surety on the bond executed in connection with Contract 3231.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Kelley Construction Company
514 Benton Street
The Dalles, Oregon

NOTED ON CARD
2-9-50, gR

FORM E-30 25M 8-49 5469M

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
State Office Building

Dear Sir:

I enclose for your disposal a claim against the Kelley Construction Company in connection with Contract No. 3231.

This reached my desk through the requisition department having been originally mistaken for a regular invoice.

Very truly yours,

Carl F. Smith
Accounting Division

cfs/rs
encl.

[K]EN FOSTER

Plumbing and Heating

Phone 77 W

Enterprise, Oregon

Statement for Month of Jan. 31 1950

M James Kelley

Kelley Const. Co.

Date	Items	Charge	Credit
	Plumbing & Heating as per specifications on Wallowa Lake Caretakers House	$ 1750 00	
	Credit by Check #11. 17	$ 500 00	
	Bal.	$ 1250.00	
	Since the final O.K. we have been unable to contact Mr. Kelley. He was anxious for, & need our balance of $ 1250.00 beside a personal balance of $ 19.35		
	3231		
			2-6-50

RECEIVED
OCT 13 1949
FOR FILING

32-3305
3231

October 12, 1949

Kelley Construction Co.
514 Benton St.
The Dalles, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3231, which was awarded to you on September 21, 1949 by the State Highway Commission, covering construction of the Wallowa Lake Park Caretakers House in Wallowa County.

We are also sending your surety on this contract bond a fully executed copy of the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/12, 8C

RECEIVED
OCT 7 1949
FOR FILING

W.C. Williams

September 28th, 1949

FINAL COST ANALYSIS

Contract #3168
Dayton Prairie School-Dayton Junction
O. C. Yocom, Contractor
J. E. Felston, Resident Engineer

Prefix 136-4202
Amity-Dayton Secondary Highway

136-4202

3168

Description	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Roadbed and Base		All	$	$	$312.73	$1,000.00
3"-0" Mat'l. in Base	Cu. Yd.	2,976	1.93	2.30	5,743.68	6,844.80
1½"-0" Mat'l. in Base	" "	1,492	1.93	2.30	2,868.34	3,431.60
3/4"-0" Mat'l. in Base	" "	616	2.03	2.30	1,248.54	1,416.80
Sprinkling	M-Gal.	93.6	2.34	3.00	219.13	280.80
Mineral Aggregate	Cu. Yd.	1,312	2.90	3.40	3,808.38	4,460.80
151-200 Asphalt	Ton	144.38	34.10	35.00	4,923.34	5,053.30
					$19,124.14	$22,488.10

Gross Revenue	$22,488.10
Total Cost	19,124.14
Net Profit	$ 3,363.96

Net Profit Equals 14.9% of Gross Revenue

NOTED
W. C. WILLIAMS

Dayton Prairie School-Dayton Junction

Detail of Cost

Labor:

Supervision and Labor	$2,727.55	
State Industrial Accident Insurance	57.73	
Unemployment Insurance	46.18	
Social Security	25.66	
		$2,857.12

Materials:

3"-0" Crushed Rock	2,976 cu. yd.	at	$1.10	$3,273.60
1½"-0" Crushed Rock	1,492 " "	"	1.10	1,641.20
3/4"-0" Crushed Rock	616 " "	"	1.15	708.40
Mineral Aggregate	1,312 " "	"	1.25	1,640.00
121-200 Asphalt	144.38 ton	"	22.10	3,190.80
Freight and Demmurage on Asphalt				474.36
				10,928.36

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$2,642.00	
" " , Hired	390.00	
Gas, Oil & Grease	824.69	
Move In, Freight & Cartage	221.20	
Miscellaneous Supplies & Small Tools	104.40	
P.U.C.	191.88	
Public Liability & Property Damage	121.20	
Bond	168.65	
Home Office & General Overhead	674.64	
		5,338.66

Total Cost $19,124.14

Dayton Prairie School-Dayton Junction

Breakdown of Oiling Costs

	Cost	Quantity	Unit	Unit Cost
Heat	$285.33	144.38	Ton	$1.976
Haul and Place	501.11	"	"	3.471
Traffic	112.53	"	"	0.849
151-200 Asphalt & Freight	3,665.16	"	"	25.386
Overhead and Proratable Expense	359.21	"	"	2.418
	$4,923.34	144.38	Ton	$34.100

Oil Cost - $22.10 f.o.b. Portland

Freight to Whiteson - $2.39

Average haul to job by distributor and one 1,500-gallon transport - 5.0 Miles

Dayton Prairie School-Dayton Junction

Remarks:

This contract, which required the resurfacing and oiling of 2.0 miles of the Amity-Dayton Secondary Highway, was bid and awarded on May 17, 1949. The contractor started the work on May 19, and completed the project on June 21, 1949.

The preparation of base item required the scarifying of the existing surface as well as the ordinary preparation for oiling. The scarifying work was accomplished with a power grader and was completed in three days. The base rock and mineral aggregate were produced at the contractor's commercial plant situated at the Starr quarry, and the average haul was 2.5 miles. All hauling was done with the contractor's own 8-yard trucks. Base rock was placed in 8½ days' time at an average of 65 cu. yds. per hour.

The oil for the job was shipped to Whiteson by rail and hauled to the job by a 1,500-gallon transport, with a few loads being hauled in the 1,500-gallon distributor. The oiling work required 4 days, and an average of 8,700 gallons was placed per day.

The job shows a fair profit due to good prices and to the cheap source of crushed rock available to the contractor.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
SEP 23 1949
FOR FILING

32-225
1
3231

September 23, 1949

Kelly Construction Company
514 Benton Street
The Dalles, Oregon

Gentlemen:

The State Highway Commission on September 21, 1949 awarded you the contract for the Wallowa Park dwelling (including fireplaces). This award was based on your low bid of $14,685.00 submitted on September 20.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert
O. S. Petersen

RECEIVED
AUG 24 1949
FOR FILING

32-3305

3231

August 17, 1949

Mr. Chas. H. Reynolds, Commissioner
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

I have just received your letter of the 16th, concerning the plans for the caretaker's cottage at Wallowa Lake. I have checked with the Bridge Department, and learned that these plans will be ready some time next week, so the job can be advertised for bids for the September meeting of the Commission.

I am today writing the three concerns whose names you mention in your letter, instructing them relative to filing prequalification statements. Every contractor on our work, of course, must prequalify with the State Highway Commission before we can send them bidding blanks, and this is being explained to them in detail so that feature can be taken care of in advance.

The standard practice is to make a charge of $2.00 for each set of plans and specifications. That is not a legal requirement, but one that was established by the Highway Commission. Contractors generally do not object to paying this small charge, particularly on the larger jobs. There is a question whether or not the charge should be made to contractors who take out plans for the building at Wallowa Lake. If you think that we should waive the requirement in connection with this project, I will be pleased if you will let me know so I can forward the bidding forms without asking contractors to pay for them. The plans, I believe, will consist of three to four sheets. You can let me know on Friday at the Commission meeting in Portland. I will give you a little note at the time as a reminder.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

August 16, 1949

H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Herb:

It is my understanding that the plans and specifications for the construction of a caretaker's cottage at Wallowa Lake will soon be ready so that bids can be called for the September commission meeting.

Would you please see that the following contractors are advised regarding this so that they may obtain plans and specifications. I am quite anxious to get as many bidders as possible.

McCormack Construction Co., Pendleton, Oregon
Bechtel Bros., Elgin, Oregon
L. D. McCoy, 906 "G" Avenue, La Grande, Oregon

Very truly yours,

Chas. H. Reynolds

CHR/vlw

RECEIVED
AUG 17 19
OREGON
STATE HIGHWAY COMMISSION

ERED
LAISYER

RECEIVED
JUL 20 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

July 18, 1949

Wallowa Lake

R. H. Baldock, Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We now have had an opportunity to study the various plans you have sent in connection with the caretakers' cottage at Wallowa Lake. Plan #1 is most acceptable to us with the following suggestions:

#1- Elimination of the fireplace
#2- If the stone masonary planter is expensive also eliminate it.
#3- The bathroom could be changed by eliminating the clothes closet in the bedroom and enlarging the closet in the other bedroom, as per rough diagram attached. We suggest this as it would eliminate a number of crooks and corners and the size of the closets are too small to be of much value. Possibly the closet under the stairs could be made large enough to accomodate that room.
#4- It might be that the stoop could be enlarged slightly which would provide some place for the enjoyment of the evenings and as I understand, the building will overlook the lake. This plan also would give the housewife an opportunity to enjoy that view from the kitchen.
#5- It has been suggested that oil be used for fuel but still we think the fuel storage room is desirable and would be used to a very good advantage and the elimination of this no doubt would effect the roof design.

We believe that a satisfactory bid could be obtained on this but if there are any questions I would be glad to discuss them with you this coming weekend.

Sincerely

Chas H Reynolds

CHR:feh

RECEIVED
JUL 19 1949
OREGON
STATE HIGHWAY COMMISSION

Floor plan- scheme no. 1. Park Caretakers cottage.
(Blue Prints
(Blue Prints)

RECEIVED
JUL 14 1949
FOR FILING

Maint
Bldgs & Sites

July 12, 1949

Mr. Charles H. Reynolds
State Highway Commissioner
State Highway Department
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

Herewith five possible floor plans for a park caretaker's cottage at the Wallowa Lake State Park. Houses built from these floor plans will probably run a little more money than some of the plans previously sent you, however they do include more conveniences. The arrangement of the house is pretty much a matter of personal preference, but of these five I rather prefer plan No. 1, or as a second choice plan No. 5. Both of these plans are rather compact in arrangement and involve a minimum of waste space. Plan No. 4 is arranged with the living room on the opposite side of the house from the front entrance, and the location of the house might be so arranged that a better view of the lake from the living room could be obtained from this plan than with any of the others.

The fireplace is optional in any of these schemes. If the fireplace is used and is placed on the outside of the building, stone would give the best architectural effect. The contractor who built the Collier Park house tells us that with the present wage scale of stonemasons, the stone fireplaces cost about $1,000, and it is doubtful if this large an investment is warranted.

When you have looked these over, I would be glad to have your ideas concerning them.

Very truly yours,

NOTED
to Highway Engineer

H. C. H.
for R. H. Baldock
State Highway Engineer

RHB:bd
Attached

cc: S. H. Boardman
O. S. Paxson

RECEIVED
JUL 14 1949
FOR FILING

COMMISSIONERS
T. [illegible]
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

July 12, 1949

R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I could have misunderstood our last telephone conversation with Glen Paxton with reference to plans for the cottage at Wallowa Lake but I thought he was to submit some pencil sketches of a better floor plan than the ones previously given me.

I am quite anxious that the bids for this be called for the next meeting but unless something has been done there may not be sufficient time.

Sincerely

Chas H Reynolds

CHR:feh

RECEIVED
JUL 13 [illegible]
OREGON
STATE HIGHWAY COMMISSION

[illegible]
State Highway Engineer

RECEIVED
JUN 22 1949
FOR FILING

June 21, 1949

Mr. Chas. H. Reynolds
State Highway Commissioner
% H. K. Reynolds
220 Associated Building
Astoria, Oregon

Dear Mr. Reynolds:

Yesterday I sent you five alternate plans for caretaker's house at the Wallowa State Park. Plan No. 5 is a plan of the houses which we have already built at Brothers and Sunter. I am attaching a photograph showing these houses.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

RECEIVED
JUN 20 1940
FOR FILING

June 20, 1940

Mr. Chas. H. Reynolds
State Highway Commissioner
LaGrande, Oregon (Mailed to Astoria)

Dear Mr. Reynolds:

Re: Wallowa Lake Caretaker's House

Mr. Boardman has referred to me your letter of June 8 relative to the type of house for the caretaker at the Wallowa Lake State Park. This park building has been under consideration for a long time, and in view of the need for living quarters, it should be built as soon as practicable.

The plans submitted to you by Mr. Boardman were prepared as a building which could be built within the money set up for the project in the park budget approved by the Commission. I agree with you that it is not entirely satisfactory, but it is in line with quarters which we are providing for road maintenance patrolmen. Building costs are so high that we have thought it advisable to economize in every way practicable.

We now have an architect, Mr. Carl C. Schneider, who has prepared plans for at least 50 buildings, including a number of residences, for the State. He has also designed more than 50 residences for private parties here in Salem. I consider him thoroughly competent for this type of work. He can get out plans for a more elaborate house if you consider it advisable to invest the additional money.

For your consideration, I am submitting five different floor plans and elevations taken from projects designed for other locations. These are as follows:

Plan No. 1:

This is a modification of the house recently completed for Collier Park in Klamath County. The roof pitch has been increased because of snow conditions, and the utility room altered to take an

oil furnace. The estimate of cost on this plan including garage is $14,355. This plan includes a stone masonry fireplace. The elimination of the fireplace would lower the cost by $1000.

Plan No. 2:

This is the plan used in 1940 for the patrolman's quarters at Odell Lake and was designed especially for forest locations. The estimate of cost including garage is $13,765. A stone fireplace could be added for an additional $1000.

Plan No. 3:

This house was designed for patrolman's quarters at Prospect on the Crater Lake Highway. The project was postponed because of the war. The estimate of cost including garage is $14,000. A stone fireplace would cost an additional $1000.

Plan No. 4:

This is the house submitted to you by Mr. Boardman. Two of these are now under construction at Idaho on the Minidoka Highway. It is about the minimum in cost. The cost estimate including garage is $7,150. A floor furnace can be added for $250, making a total for the house and garage of $7,400.

Plan No. 5:

This is a plan of the houses already built at Sunset and Brothers on the Central Oregon Highway. The cost estimate is $11,300 including garage.

Plans No. 1, No. 2 and No. 3 were especially designed to fit into forest reserve settings and would serve nicely at Wallowa Lake. Building costs have dropped some in the last few months, and we are getting more competition from contractors. Costs, however, for work in isolated locations, as in our parks, are necessarily higher than in towns due to the cost of hauling material and transporting workmen or paying additional subsistence cost.

To the above estimates should be added the cost of a septic tank in each case. The septic tank is a minor item costing approximately $300.

These five plans give a fairly good range of types and costs for your consideration. I would like to discuss the matter further at the coming Commission meeting.

Very truly yours,

GSP:gm
cc O. S. Paxson
W. C. Williams

R. H. Baldock
State Highway Engineer

104-1117 Warrenton (19th.St.-Hayes St.) 1949
Warrenton Secondary Hwy.

#3232

RECEIVED
FOR FILING

114-1117
3232

January 16, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter dated January 16 from Anderson, Gleaves and Anderson, attorneys at law, Spexarth Building, Astoria, in which they advise as follows:

"* * * * this is to advise that the bonding company did pay to R. C. Larsen the claim in the amount of $195.00 growing out of the Byers Brothers' contract for grading and surfacing on the Warrenton Secondary Highway."

This, undoubtedly, pertains to State Highway Contract No. 3232 which was awarded to Byers Brothers General Contractors for grading and surfacing the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County.

This information is provided as the United Pacific Insurance Company appears as the surety on the bond furnished with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Payment

cc - Ed Peavey and Company
Spexarth Building
Astoria, Oregon

Byers Brothers General Contractors
105 Lexington Street
Astoria, Oregon

Commissioners

Mr. H. E. Baldock

Mr. H. C. Williams

MAILED ON DATE

RECEIVED
JAN 22 1951
FOR FILING

104-117
3232

January 18, 1951

Anderson, Sloan & Anderson
Attorneys at Law
Spexarth Building
Astoria, Oregon

Attention: Mr. Gordon Sloan

Gentlemen:

We acknowledge with thanks your letter of January 16 advising that the United Pacific Insurance Company has paid the claim of R. C. Larson which had been filed against Byers Brothers State Highway Contract No. 3232 for work on the Warrenton Secondary Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-18-51 C

All claims that we have recorded have been paid.

1 C —

2. Then any reason now why funds cannot be paid?

DDS

Warrant released on 1-15-51 gl

ANDERSON, SLOAN & ANDERSON
ATTORNEYS AT LAW
SPEXARTH BUILDING
ASTORIA, OREGON

A. A. ANDERSON
GORDON SLOAN
ROBERT C. ANDERSON

January 16, 1951

3232

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I am sorry to have been delayed in answering your letter of January 9, 1951. However, this is to advise that the bonding company did pay to R. C. Larson the claim in the amount of $195.00 growing out of the Byers Brothers' contract for grading and surfacing on the Warrenton Secondary Highway.

Very truly yours,

ANDERSON, SLOAN & ANDERSON

By Gordon Sloan
Gordon Sloan

GS/nl

REFERRED TO [illegible] BY SECRETARY – mrs Lewis
Incorporate letter + record on card.
How many claims left. ??
Ans.

1-18-51 [illegible]

RECEIVED
JAN 15 1951
FOR FILING

File 9

104-1117

3232

January 12, 1951

Contract
3232

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. A. E. Phillippay

Gentlemen:

We acknowledge with thanks your letter of January 11, 1951, advising that the claim of the Heavy Hauling Company against Byers Brothers General Contractors in the amount of $2,476.27 has been satisfied and you have releases and assignments in your file to cover.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

NOTED ON CARD
1-12-51 gC

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

January 11, 1951

3232

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: 60-6182 Jess C. Byers and Orin K. Byers d/b/a
Byers Brothers General Contactors, Principals

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We are happy to inform you that the claim of the Heavy Hauling Company for hauling services, equipment rental and materials furnished in the amount of $2,476.27 has now been satisfied and we have releases and assignments in our file to cover.

Very truly yours

A. E. Phillippay

AEP:lg

A. E. Phillippay
Branch Claims Manager

1-12-51 lg

January 12, 1951

Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

We have received a letter dated January 11 from the United Pacific Insurance Company in which they advise as follows:

"We are happy to inform you that the claim of the Heavy Hauling Company for hauling services, equipment rental and materials furnished in the amount of $2,476.27 has now been satisfied and we have releases and assignments in our file to cover."

This, apparently, is in connection with the claim received in our office on December 15, 1950, against Byers Brothers General Contractors, State Highway Contract No. 3232.

Very truly yours

[redacted] STATE [redacted]

Secretary

FA:jrd

cc - Byers Brothers General Contractors
105 Lexington Street
Astoria, Oregon

Commissioners

Mr. R. H. Baldock

Mr. W. C. Williams

1-12-51

RECEIVED
JAN 11 '51
FOR FILING

104-1117

3232

Mrs Lewis

January 12, 1951

Grimstad and Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

We acknowledge with thanks your letter of January 10 in which you advise that your claim against Byers Brothers for work performed on the Warrenton Secondary Highway has been paid by United Pacific Insurance Company.

This, apparently, is in connection with your claim received in this office in the amount of $1,385 against Byers Brothers on State Highway Contract 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-12-51 gl

Telephone 1592 J. or 3F42

GRIMSTAD & VANDERVELDT

General Contractors
749 Ninth St.
ASTORIA, OREGON

Jan. 10 - 1951

3232

Oregon State Highway
Commission
Salem Ore.

Gentlemen:

In reply to yours of Jan 9, wish to state that our Claim against Byers Bros. for work performed on Warrenton Secondary Highway has been paid by United Pacific Insurance Co.

Respectfully yours
GRIMSTAD & VANDERVELDT
by C.H. Grimstad

Received and entered in my office
1-12-51

Mrs Lewis

January 12, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Grinstad and Vonderveldt, dated January 10, in which they advise as follows:

"In reply to yours of Jan 9, wish to state that our claim against Dyers Bros. for work performed on Astoria-Seaside Highway has been paid by United Pacific Insurance Co."

This, apparently, is in connection with their claim in the amount of $1,385 against Dyers Brothers on State Highway Contract 3232 and concerning which you were notified on August 28, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

PAG:ml

Secretary

cc - Ed Feeney and Company
Spexarth Building
Astoria, Oregon

Dyers Brothers General Contractors
305 Lexington Street
Astoria, Oregon

Commissioners

Mr. R. H. Baldock

Mr. W. G. Milliken

L-12-51gR

RECEIVED
JAN 15 1951
FOR FILING

104-1117

3232

January 12, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from G. and A. Logging Company, Seaside, Oregon, dated January 10, advising that they have received payment in the amount of $906.00 in connection with their claim against Byers Brothers' State Highway Contract 3232 for work on the Warrenton Section of the Warrenton Secondary Highway, Clatsop County. On October 3, 1950, you were notified concerning receipt of this claim in our office.

This information is furnished on the United Pacific Insurance Company appears on surety on the bond furnished in connection with Contract 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Encl.

Secretary

cc - Ed Feeney & Company
Spreckels Building
Astoria, Oregon

Byers Brothers General Contractors
205 Lexington Street
Astoria, Oregon

Commissioners

Mr. R. H. Baldock

Mr. H. C. Williams

1-12-51, gR

RECEIVED
JAN 15 1951
FOR FILING

104-111 1

3232

3232

January 12, 1951

G. & A. Logging Company
Seaside, Oregon

Attention: Mr. D. J. Dobson
Office Manager

Gentlemen:

We acknowledge with thanks your letter of January 10, 1951, advising that you have received payment in the amount of $504 in connection with your claim against Byers Brothers on State Highway Contract 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

NOTED ON CARD

1-12-51

G. & A. Logging Company

Seaside, Oregon

January 10, 1951

3232

Oregon State Highway Comm
Salem, Oregon

ATTN: H. B. Glaisyer, Sec
RE: Byers Bros Contract #3232

Dear Mr. Glaisyer:

Receipt is acknowledged of your letter of January 9th relative to our claim against Byers Bros in the amount of $504.00 for grading and surfacing on Warrenton (19th St.-Hayes St) Section of the Warrenton Secondary Highway in Clatsop County.

This is to advise you that we have received payment of the $504.00 due us on the above mentioned contract.

Very truly yours,

G & A LOGGING COMPANY

By D J Dobson

D. J. Dobson, Office Mgr

DJD:alv

1-12-51, jc

RECEIVED
JAN 18 1951
FOR FILING

104-1117

3232
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
~~Jan 11, 1951~~

(EST. NO.) (CONTRACTOR)

1232	~~4 & 7 Final~~	~~Byers Bros. - Gen'l Contractors~~	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21508	6714	$ 1,281.92	1/10/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1950

Time Extensions: Extended to 8-10-50 with penalty (See Penalties)

Completion Date: Aug. 7, 1950

Date Accepted: Sep. 28, 1950

Penalties: All engineering costs to be assessed from July 31, 1950 to the date of completion.

Claims: None outstanding of record

Remarks:

Date: 1-15-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 15 1951

NOTED ON CARD

RECEIVED
JAN 10 1951
FOR FILING

3232

January 9, 1951

Query
Trust
NOTED
F. QUERY

United Pacific Insurance Co.
627 Board of Trade Bldg.
Portland 4, Oregon

Attention: Mr. A. E. Phillippay,
Branch Claims Manager

Gentlemen:

This is to thank you for your letter of January 5 advising that you have paid all of the claims outstanding against Ayers Brothers in connection with their contract No. 3232, for grading and surfacing on the Warrenton (19th St.-Hayes St.) Section on the Warrenton Secondary Highway, Clatsop County.

In checking our records we find that the claim of the Heavy Hauling Company for hauling service, equipment rental and materials furnished, in the amount of $2,476.27, is still unsatisfied. In view thereof we cannot immediately release the final payment, amounting to $1,283.92, but will do so at once upon receipt of information from the Heavy Hauling Company that a satisfactory arrangement has been made for the settlement of their claim.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:gl

NOTED ON CARD

1-9-51, gl

3232

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

January 5, 1951

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Bond #106681 Byers Brothers, General Contractors
Contract No. 3232

Gentlemen:

The purpose of this letter is to inform you that we have now paid all of the claims filed against the Byers Brothers General Contractors on the above state highway contract No. 3232 which job was located near Warrenton, Oregon.

We have in our file releases from the Oregon Asphaltic Paving Company, Grimstad and Vanderveldt, R. C. Larson and the G and A Logging Company which claims were filed with your department some time ago and are now paid.

For your own information we have taken care of two other accounts whose claims were not filed with the Department but were claims arising out of the above contract. These were made payable to H. J. Rebman and the City of Warrenton.

With the filed claims thus paid, there is probably no reason why you cannot forward the final retainage in the amount of $1283.92 directly to the United Pacific Insurance Company as per the assignment from Byers Brothers General Contractors which you have on file.

Thank you very much for your co-operation.

Very truly yours

A. E. Phillippay
Branch Claims Manager

AEP:lg

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
B. GLAISYER

RECEIVED
JAN 10 1951
FOR FILING

104-1117

3232

January 9, 1951

Grimstad & Vanderveldt
749 Ninth St.
Astoria, Oregon

NOTED
F. QUERY

Gentlemen:

This office has received information to the effect that your claim against Byers Brothers, in the amount of $1,385.00, arising out of Byers Brothers' Contract No. 3232 with the State Highway Commission for grading and surfacing on the Warrenton Secondary Highway in Clatsop County, has been satisfied.

Will you please advise us in writing verifying the information so that we can complete our records. This will enable us to release final payment to the contractor for work performed on this project.

An early reply will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

NOTED ON CARD

RECEIVED
JAN 10 1951
FOR FILING

3232

January 9, 1951

NOTED
F. QUERY

G. & A. Logging Company
Seaside
Oregon

Gentlemen:

This office has received information to the effect that your claim against Byers Brothers, in the amount of $50k, arising out of Byers Brothers' Contract No. 3232 with the State Highway Commission for grading and surfacing on Warrenton (19th St.-Hayes St.) Section on the Warrenton Secondary Highway in Clatsop County, has been satisfied.

Will you please advise us in writing verifying the information so that we can complete our records. This will enable us to release final payment to the contractor for work performed on this project.

An early reply will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:gl

NOTED ON CARD

RECEIVED
JAN 10 1951
FOR FILING

3232

January 9, 1951

Anderson, Sloan & Anderson
Attorneys at Law
Spexarth Building
Astoria, Oregon

NOTED
F. QUERY

Gentlemen:

This office has received information to the effect that the claim of your client, R. C. Larson, against Byers Brothers, in the amount of $195, arising out of Byers Brothers' Contract No. 3232 with the State Highway Commission for grading and surfacing on the Warrenton (19th St.-Hayes St.) Section on the Warrenton Secondary Highway in Clatsop County, has been satisfied.

Will you please advise us in writing verifying the information so that we can complete our records. This will enable us to release final payment to the contractor for work performed on this project.

An early reply will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

NOTED ON CARD

RECEIVED
DEC 27 1950
FOR FILING

104-1117

December 21, 1950

Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Attention: Mr. A. F. Koppisch

Gentlemen:

This is to acknowledge your letter of December 15 to which was attached details of your claim in the amount of $2,476.27 against Byers Brothers General Contractors for hauling service, equipment rental and materials furnished the contractor in connection with the grading and surfacing of the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County, State Highway Contract 3232. This contract was completed August 7, 1950, and accepted by the Highway Commission on September 28, 1950. Final payment, however, has not yet been made.

Your claim will be noted in our records and we will notify the United Pacific Insurance Company who furnished the performance bond on this contract and Ed Fearey and Company, Spexarth Building, Astoria, the surety's agent. The contractor will also be notified.

If you wish to protect your claim for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

A. F. (BUD) KOPPISCH, MANAGER

HEAVY HAULING COMPANY

Heavy Equipment and Materials :: Long or Short Hauls

Modern Equipment for Heavy Hauling.

PROMPT, EFFICIENT SERVICE

P. O. Box No. 337, PHONE 364

Astoria, Oregon,

December 15, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith are copies of bills amounting to $2,476.27 incurred with us by the Dyers Bros. Construction Company on their Oregon State Highway Contract No. 3232, Warrenton - 19th Street to A Street.

We have, to date, been unable to collect any money from them for these bills.

This constitutes a claim against any money due them on their contract.

Very truly yours,

Heavy Hauling Company

By A F Koppisch
Partner-Manager

AFH:J

enc.

cc: United Pacific Casualty Co.

cc: Dyers Bros. Construction Co.

Mrs Lewis

December 21, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

On December 19 we received a letter from Heavy Hauling Company, P. O. Box 327, Astoria, advising that Byers Brothers General Contractors owe them the sum of $2,476.27. This sum, they advise is for hauling services, equipment rental and materials furnished to the contractor on the grading and surfacing of the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County, State Highway Contract 3232. A copy of the items comprising the claim are attached hereto.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond furnished in connection with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Ed Fenrey and Company
Spexarth Building
Astoria, Oregon

Byers Brothers General Contractors
105 Lexington Street
Astoria, Oregon

NOTED ON CARD
12-21-50 JC

HEAVY HAULING CO.

A. F. AND ELLA M. KOPPISCH
Route 2, Box 134 Telephone 364
ASTORIA, OREGON

1826
Carrier's No. 4169
Trailer No. 37
Truck No. 15
Date 5/1/50

Received at Jeffers Gardens, Ore. (Point of Origin) Driver

From Heavy Hauling Co. Shipper's No.

the property described below, in apparent good order which said transportation company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transfer and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the routes to said destination. It is mutually agreed that the transportation services hereunder are subject to all printed terms not prohibited by law, of the transportation company's Uniform Bill of Lading. "Contract" or "Any-where-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between the parties hereto when not in contravention of any law.

Consigned to Byers Bros.
Destination Warrenton, Ore.

If charges are to be prepaid write or stamp here, "To Be Prepaid."

No. Pkgs.	Description of Articles	Empty Miles Charge	Loading and Unload'g Time	Per Hour Rate	Miles Hauled	Per Mile Rate	Weight	Rate Per Cwt. M	Charges
1	3/4 yd. Lima dragline				5		39,000	.06	23.40
								tax	.70
									$24.10

NOTE—Where the rate is dependent on the value, shippers are required to state specifically in writing the agreed or declared value of the property.

Shipper
Per
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
$ Per

Consignee
Per
Received the above freight in apparent good order.
Date

HEAVY HAULING COMPANY
Per
Received Payment
Date

HEAVY HAULING CO.

A. P. AND ELLA M. KOPPESCH
Route 3, Box 134 Telephone 384
ASTORIA, OREGON

Carrier's No. 4236
Trailer No.
Truck No. 49
Date 5/15/50

Received at Jeffers Gardens, Ore. (Point of Origin) Driver Gi

From Heavy Hauling Co. Shipper's No.

the property described below, in apparent good order which said transportation company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transfer and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the routes to said destination. It is mutually agreed that the transportation services hereunder are subject to all printed terms not prohibited by law, of the transportation company's Uniform Bill of Lading. "Contract" or "Any-where-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between the parties hereto when not in contravention of any law.

Consigned to Byers Bros.
Destination Warrenton, Ore.

If charges are to be prepaid write or stamp here, "To Be Prepaid."

No. Pkgs.	Description of Articles	Empty Miles Charge	Loading and Unload'g Time	Per Hour Rate	Miles Hauled	Per Mile Rate	Weight	Rate Per Cwt. M	Charges
1	pile driver hammer		½	3.00					1.50
					5	.53	3,200		2.65
									4.15
								s/c	.17
									4.32
								tax	.13
									$4.45

NOTE—Where the rate is dependent on the value, shippers are required to state specifically in writing the agreed or declared value of the property.

Shipper
Per
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
$ Per

Consignee
Per
Received the above freight in apparent good order.
Date

HEAVY HAULING COMPANY
Per
Received Payment
Date

INVOICE

C-267

A. F. (SUG) KOPPISCH, MANAGER

HEAVY HAULING COMPANY

Modern Equipment for Heavy Hauling.

Heavy Equipment and Materials ~ Long or Short Hauls

PROMPT, EFFICIENT SERVICE

P. O. Box No. 337. Phone 364

Astoria, Oregon,
5/31/50

Byers Bros.
105 Lexington
Astoria, Oregon

Equipment rental at Warrenton, Oregon, May, 1950:

5/4 2½ hrs. grader rental
5/5 2½ hrs. ditto
5 hrs. total @ 10.00 per hr. 50.00

5/1 8 hrs. shovel rental
5/2 8
5/3 8
5/4 8
5/5 8
5/6 8
5/7
5/8 8
5/9 5½
5/10 8
5/11 8
5/12 8
5/15 8
5/16 8
5/17 8
5/18 8
5/19 8
5/20 8
5/21
5/22 8
5/23 8
5/24 8
5/25 5½
163 hrs. total @ 12.00 per hr. 1,956.00

5/6 8 hrs. @ 1.125 (Operator diff. between s/t and o/t) 9.00
8 hrs. @ .85 (Oiler ditto) 6.80
10% P/R Taxes on 15.80 1.58
$2,023.38

A. F.[BUD]KOPPISCH, MANAGER

ROUTE 3, BOX 134
TELEPHONE 364

HEAVY HAULING COMPANY

Invoice P 932

DISTRIBUTORS OF WESCO EXPLOSIVES

Sold to

Name Byers Bros.

Address

Astoria, Oregon, 6/2/50

Received the following for the Purchaser:

		UNIT	AMOUNT	
	Cases Special Stumping			
	Cases Stumping Powder			
	Cases 30 per cent Loggers Stumping			
	Cases 40 per cent Dynamite			
	Cases 60 per cent Dynamite			
50	No. 6 Blasting Caps	21.60	1	08
100	Feet Triple Tape Fuse	15.30	1	33
	Feet Dreadnaught Fuse			
	No. 6 Electric Exploders			
	Total $		2	41

A. F. [BUD] KOPPISCH, MANAGER

ROUTE 3, BOX 134
TELEPHONE 364

HEAVY HAULING COMPANY

DISTRIBUTORS OF WESCO EXPLOSIVES

Invoice P 938

Sold to

Name Byers Bros.

Address

Astoria, Oregon, 6/10/50

Received the following for the Purchaser:

		UNIT	AMOUNT	
	Cases Special Stumping			
	Cases Stumping Powder			
	Cases 30 per cent Loggers Stumping			
	Cases 40 per cent Dynamite			
	Cases 60 per cent Dynamite			
25	No. 6 Blasting Caps	21.60M		54
50	Feet Triple Tape Fuse	13.30M		67
	Feet Dreadnaught Fuse			
	No. 6 Electric Exploders			
	Total $		1	21

HEAVY HAULING CO.

A. F. AND ELLA M. KOPPISCH
Route 3, Box 134 Telephone 284
ASTORIA, OREGON

Carrier's No. 4409
Trailer No. 37
Truck No. 15
Date 6/28/50

Received at Astoria, Oregon (Point of Origin) Driver VF

From Larson Construction Co. Shipper's No.

the property described below, in apparent good order which said transportation company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transfer and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the routes to said destination. It is mutually agreed that the transportation services hereunder are subject to all printed terms not prohibited by law, of the transportation company's Uniform Bill of Lading. "Contract" or "Any-where-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between the parties hereto when not in contravention of any law.

Consigned to Byers Brothers
Destination Warrenton, Ore.

If charges are to be prepaid write or stamp here, "To Be Prepaid."

No. Pkgs.	Description of Articles	Empty Miles Charge	Loading and Unload'g Time	Per Hour Rate	Miles Hauled	Per Mile Rate	Weight	Rate Per Cwt. M	Charges
1	roller				12		20,000	.11 tax	22.00 .66 22.66

NOTE—Where the rate is dependent on the value, shippers are required to state specifically in writing the agreed or declared value of the property.

Shipper
Per
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
$ Per

Consignee
Per
Received the above freight in apparent good order.
Date

HEAVY HAULING COMPANY
Per
Received Payment
Date

A. F. (BUD) KORPISON, MANAGER

INVOICE # C-290

HEAVY HAULING COMPANY

Modern Equipment for Heavy Hauling.
PROMPT, EFFICIENT SERVICE

Heavy Equipment and Materials :: Long or Short Hauls

P. O. Box No. 337, Phone 364

Astoria, Oregon,
6/30/50

Byers Bros.

		Rental of Cat 12 Motor Grader at Warrenton:		
6/27	2½	hrs. (Move fromm Ilwaco to Warrenton)		
6/28	10½			
6/29	10			
6/30	10½			
7/1	2½	hrs. total @ 10.00 per hour	360	00
		Ferry charge - 2 ways @ 2.50	5	00
	12	hrs., @ 1.10 per hr. (operator- diff. between s/t and o/t)	13	20
		10 % O/H	1	32
			$379	52

A. F. (BUD) KOPPISCH, MANAGER

INVOICE # C-294

HEAVY HAULING COMPANY

Heavy Equipment and Materials :: Long or Short Hauls

Modern Equipment for Heavy Hauling.
PROMPT, EFFICIENT SERVICE

P. O. Box No. 337, Phone 364

Astoria, Oregon,
7/13/50

Byers Bros.

5/26		Haul HD 10 from Astoria to Warrenton	18	54

SALEM DEC 27 '50 OREG.

U.S. POSTAGE 03

PB METER P.B. 166291

JAN 5 195

Byers Brothers General Contractors
~~105 Lexington Street~~
~~Astoria,~~ Oregon

This is the only address we have

Gen Del
Oroville Calif

RECEIVED
DEC 1 1950
FOR FILING

104-III 7

3232

December 13, 1950

Oregon Asphaltic Paving Company
0441 S. W. Porter Street
Portland, Oregon

Gentlemen:

We acknowledge with thanks your note received December 12 that your claim against Byers Brothers in the sum of $6,060.33 has been satisfied as of December 8, 1950, by a check from the United Pacific Insurance Company.

This claim was filed in our office on October 13, 1950, in connection with State Highway Contract 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

December 4, 1950

3232

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

Please be advised the State Highway Commission is ready to make final payment to Byers Brothers, on or after December 11, for work on the Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway in Clatsop County. However, our records disclose a claim filed by your Company for furnishing and placing of asphalt in the sum of $6080.33.

Please notify this office as to whether or not this claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer

Secretary

gl

This claim has been satisfied as of December 8th, 1950 by check of United Pacific Insurance Co.

OREGON ASPHALTIC PAVING CO.

D. A. Kowalewski

D. A. Kowalewski
Off. Mgr.

Avery — mrs Lewis prepare customary letter - notice card!

RECEIVED
DEC 12 1950
OREGON
STATE HIGHWAY COMMISSION

December 13, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

On October 23 we received in this office a claim filed with the Secretary of State by Oregon Asphaltic Paving Company against Byers Brothers General Contractors in the sum of $6,080.33. This claim was for placing asphalt on State Highway Contract 3232.

On December 12 we received a note from Oregon Asphaltic Paving Company in which they advise as follows:

"This claim has been satisfied as of December 8, 1950, by check of United Pacific Insurance Company."

This information is furnished as the United Pacific Insurance Company appears as surety on the bond furnished in connection with Contract 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

PAG:mk

Secretary

cc - Ed Tracey & Company
Spexarth Building
Astoria, Oregon

Byers Brothers General Contractors
305 Lexington Street
Astoria, Oregon

Members of the Commission

R. H. Baldock

W. C. Williams

NOTED ON CARD

12-13-50 K

RECEIVED
DEC 14 1950
FOR FILING

104-117
3232

3232

query

NOTED
F. QUERY

December 13, 1950

Edward T. Lynch, Attorney in Fact
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Dear Mr. Lynch:

Reference is made to your letter of December 5 concerning final payment to Byers Brothers for construction of the Warrenton Section of the Warrenton Secondary Highway in Clatsop County, State Highway Contract No. 3232.

In your letter you give your consent to the making of this final payment regardless of outstanding claims. I am sorry, but I am not at liberty to authorize final payment under those conditions. I will, however, discuss it with the Commission's Chief Counsel upon his return from Miami later in the week, and will act on his advice. In the meantime, I will mention that I received in today's mail a communication from the Oregon Asphaltic Paving Company in which they advise that their claim against this job, in the amount of $6,080.33, has been paid in full. According to our records there are still outstanding the claim of the G and A Logging Company in the amount of $504.00, the claim of Larson Construction Company in the amount of $195.00, and the claim of Grimstad and Vanderveldt Company in the amount of $1,385.00.

The aggregate amount of the claims is in excess of the amount due Byers Brothers as final payment. Our records do not disclose that these claims are disputed, so if you elect to pay them in advance as you did the claim of the Oregon Asphaltic Paving Company and will furnish this office with evidence that it has been done, I shall be pleased to instruct the Auditor to release the final warrant as soon as it is received from the Secretary of State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HMO/fm

NOTED ON CARD
12-13-50

RECEIVED
DEC 11 1950
FOR FILING

Files

3232

ED FEAREY & COMPANY
404 SPEXARTH BUILDING
ASTORIA, OREGON
Telephone - 1220

"The Agent That Pays Claims With A Smile"

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE
627 BOARD OF TRADE BLDG

December 7, 1950

104-117
3232

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

At the request of Grimstad & Vanderveldt, we wish to inform you that their account with Byers Brothers has not been paid.

Yours very truly,
ED FEAREY & COMPANY

EF:JU

RECEIVED
DEC 8 1950
OREGON
STATE HIGHWAY COMMISSION

BY SECRETARY

NOTED ON CARD
12-8-50 GK

RECEIVED
FOR FILING

Files

104-1117

3232

G. & A. Logging Company

Seaside, Oregon

December 6, 1950

Oregon State Highway Comm
Salem, Oregon

ATTN: H. B. Glaisyer, Sec

Dear Sir:

Referring to your letter of the 4th relative to making a final settlement with Byers Bros. for their contract for a section of the Warrenton Secondary Highway in Clatsop County, wish to advise as follows: In accordance with an earlier letter from you, we have filed our claim in the amount of $504.00 with the Secretary of State.

We have heard nothing from either the Secretary of State or Byers Bros and will appreciate your protecting us for this sum involved before making a final settlement with Byers Bros.

Very truly yours,

G & A Logging Company

By G. S. Gray

G. S. Gray

GSG:alv

NOTED ON CARD
12-8-50

RECEIVED
DEC 8 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 4 1950
FOR FILING
104-1117
3232

December 1, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3232, for work on the Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway in Clatsop County, has been completed by the contractor, Myers Brothers General Contractors, assigned to United Pacific Insurance Co., and that final payment in the amount of $1,283.92 will be made on or after December 11, 1950, providing outstanding claims have been satisfied and this office notified.

There are three claims filed against this job, of which you have been previously notified, as follows:

Grimstad & Vandervoldt for work performed -	$1,385.00
G. & A. Logging Co. for grader rental -	504.00
Oregon Asphaltic Paving Co., work performed -	6,080.33

For your information we wish to advise that the total contract amount is $43,702.30, and that no force account work was performed on the job. This contract was completed on August 7 and accepted by the Highway Commission on September 28, 1950.

This notice is being sent to you as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

cc: Public Finance Office

NOTED ON CARD
12-1-50

RECEIVED
NOV 7 1950
FOR FILING

Files

A. A. ANDERSON
GORDON SLOAN
ROBERT C. ANDERSON

104 - 1117

3232

ANDERSON, SLOAN & ANDERSON
ATTORNEYS AT LAW
SPEXARTH BUILDING
ASTORIA, OREGON

November 28, 1950

3232

United Pacific Insurance Company
Board of Trade Building
Portland, Oregon

Gentlemen:

This letter is written in behalf of R. C. Larson, doing business as Larson Construction company. In his behalf we desire to file a claim upon the performance bond of Byers Bros. for machinery rented to Byers Bros. during the course of the performance of a certain contract with the Oregon State Highway Commission last summer.

The contractor, Byers Bros., rented a roller from our client for which there is rental due in the sum of $195.00. Many demands have been made upon the contractor for payment and the same remains unpaid.

Very truly yours,

ANDERSON, SLOAN & ANDERSON

By
Gordon Sloan

GS/nl

cc: Oregon State Highway Commission
Salem, Oregon

RECEIVED
NOV 27 1950
Salem, Oregon

NOTED ON CARD
11-29-50

RECEIVED
NOV 27 1950
FOR FILING

104-1117

3232

3232 Cpies

November 22, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

This is to acknowledge receipt of your letter of November 17 to which was attached three copies of a claim filed with your office by the G & A Logging Company against Byers Brothers.

This claim, in the sum of $504.00 pertains to State Highway Contract No. 3232 and bears your file No. 3243.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
11-22-50

3232

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 17, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by G & A Logging Company, Seaside, Oregon, for the use of a grader in the sum of $504.00 against Byers Bros., Highway Commission Contract No. 3232 for grading and surfacing the Warrenton section of the Warrenton Secondary Highway in Clatsop County, and the bond of the above named contractors, and the United Pacific Insurance Company represented by Ed Fearey & Company, Spexarth Building, Astoria, Oregon.
Our File No. 3243.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State.

N:Fb
Enc

RECEIVED
NOV 21 1950
OREGON
STATE HIGHWAY COMMISSION

11-21-50 gk

November 22, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the G and A Logging Company of Seaside, Oregon. This claim is for rental of a grader furnished Byers Brothers in connection with their operations on State Highway Contract No. 3232 for grading and surfacing the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond which was furnished in connection with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml
Attach.

cc - Ed Pearey & Company
Spexarth Building
Astoria, Oregon

Byers Brothers General Contractors
105 Lexington Street
Astoria, Oregon

NOTED ON CARD
11-22-50 C

COPY

G. & A. LOGGING COMPANY

Seaside, Oregon

November 15, 1950

Mr. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

We have a claim against Byers Bros. for work performed on their contract under the State Highway Commission. Byers Bros. held Highway Commission Contract No. 3232 for grading and surfacing the Warrenton section of the Warrenton Secondary Highway in Clatsop County and in connection with that work we rented the above mentioned contractors a grader for which they now owe us the sum of $504.00 for rental and labor performed.

Notice is hereby given that the undersigned, G & A Logging Company, has a claim for $504.00 for the use of a grader in connection with the performance of the above mentioned contractors work. We wish to make this claim against the bond of the above named contractors, and the United Pacific Insurance Company represented by Ed Fearey & Company, Spexarth Building, Astoria, Oregon.

Very truly yours,

G & A LOGGING COMPANY

By G. S. GRAY

G. S. Gray, Partner

GSG:a lv
cc: Ed Fearey & Co. Astoria, Ore.
State Highway Comm. Salem, Ore.

Endorsed:
FILE NO. 3243
FILED: NOV 17, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
NOV 17 1950
FOR FILING

104-1167

3232

3232

November 15, 1950

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: A. E. Philippsen, Claims Manager

Gentlemen:

Acknowledgment is made of receipt of your letter of November 6 forwarding an assignment whereby Byers Bros. assign to the United Pacific Insurance Company all monies due now or hereafter to become due them in connection with their Contract No. 3232 with the State Highway Commission for grading and surfacing the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County.

I have had this assignment checked by the Highway Commission's legal counsel and I am pleased to inform you that the form is approved. We accordingly will honor the assignment subject to the provisions of Section 100-119 O.C.L.A., which statute provides that no assignment of funds earned under a highway contract shall be approved or recognized by the Highway Commission which may in any jeopardize the interests of persons furnishing labor or materials in connection with the performance of the contract, and that the assignment shall be void as against the debts or claims incurred in connection with the performance of the contract.

Respectfully yours,

HBG/Sa

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - M. H. Mannix
F. A. Quarry

Mr. Mannix: I attach two photostat certified copies of the assignment, the original of which I have retained for the Highway Commission's records and files. When future payments are made to Byers Bros. will you kindly have the vouchers and warrants prepared in conformity with the provisions of the assignment and mail the warrants to the United Pacific Company pursuant to their instruction.

HBG

MAILED ON CARD
11-16-50 JC

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS that the undersigned, Jess C. Byers and Orin K. Byers doing business as Byers Brothers General Contractors of Astoria, Oregon, do hereby assign, transfer, set over and convey to the United Pacific Insurance Company, a corporation, all of their estimates now earned or hereafter to be earned as well as all retained precentages due and owing and hereafter to become due and owing from the Oregon State Highway Commission for grading and surfacing on the Warrenton (19th St.-Hayes St.) Section on the Warrenton Seconday Highway in Clatsop County under State Highway Contract No. 3232 under which the United Pacific Insurance Company issued its Bond No. 106681 in the amount of $38,732 and the Oregon State Highway Commission is hereby authorized and directed to pay to United Pacific Insurance Company and to such person or persons as it may direct or authorize all sums as they become due or are due by virtue of said contract and all work done thereunder or by reason thereof and to receipt for any sums so due or to become due in the name, place and stead of Jess C. Byers and Orin K. Byers, doing business as Byers Brothers General Contractors and to endorse any and all checks made payable to them in connection with said contract.

Dated at Astoria, Oregon this ____ day of _____, 1950.

Byers Brothers General Contractors

By _____

APPROVED AS TO FORM
(Chief Counsel)

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS that the undersigned, Jess C. Byers and Orin K. Byers doing business as Byers Brothers General Contractors of Astoria, Oregon, do hereby assign, transfer, set over and convey to the United Pacific Insurance Company, a corporation, all of their estimates now earned or hereafter to be earned as well as all retained precentages due and owing and hereafter to become due and owing from the Oregon State Highway Commission for grading and surfacing on the Warrenton (19th St.-Hayes St.) Section on the Warrenton Seconday Highway in Clatsop County under State Highway Contract No. 3232 under which the United Pacific Insurance Company issued its bond No. 106681 in the amount of $38,332 and the Oregon State Highway Commission is hereby authorized and directed to pay to United Pacific Insurance Company and to such person or persons as it may direct or authorize all sums as they become due or are due by virtue of said contract and all work done thereunder or by reason thereof and to receipt for any sums so due or to become due in the name, place and stead of Jess C. Byers and Orin K. Byers, doing business as Byers Brothers General Contractors and to endorse any and all checks made payable to them in connection with said contract.

Dated at Astoria, Oregon this 17th day of October, 1950.

Byers Brothers General Contractors

BY _____

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS that the undersigned, Jess C. Byers and Orin K. Byers doing business as Byers Brothers General Contractors of Astoria, Oregon, do hereby assign, transfer, set over and convey to the United Pacific Insurance Company, a corporation, all of their estimates now earned or hereafter to be earned as well as all retained precentages due and owing and hereafter to become due and owing from the Oregon State Highway Commission for grading and surfacing on the Warrenton (19th St.-Hayes St.) Section on the Warrenton Seconday Highway in Clatsop County under State Highway Contract No. 3232 under which the United Pacific Insurance Company issued its bond No. 106681 in the amount of $38,932 and the Oregon State Highway Commission is hereby authorized and directed to pay to United Pacific Insurance Company and to such person or persons as it may direct or authorize all sums as they become due or are due by virtue of said contract and all work done thereunder or by reason thereof and to receipt for any sums so due or to become due in the name, place and stead of Jess C. Byers and Orin K. Byers, doing business as Byers Brothers General Contractors and to endorse any and all checks made payable to them in connection with said contract.

Dated at Astoria, Oregon this 7th day of October, 1950.

Byers Brothers General Contractors

BY _____

RECEIVED
OCT 18 1950
FOR FILING

104-1117
3232

3232 Files

October 17, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of October 13 to which was attached three copies of a claim filed with your office by Oregon Asphaltic Paving Company against Byers Bros. This claim is in the amount of $6,080.33 for work performed and materials furnished to Byers Bros. in connection with their operations on State Highway Contract 3232 for grading and surfacing the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County.

This claim bears your file No. 3235.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
10-17-50

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

October 13, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Norman B. Kobin, attorney, Portland, and filed as of this date a notice of claim by Porter W. Yett, Jr. and W. C. Fry, dba Oregon Asphaltic Paving Company, for furnishing and palcing of asphalt in the amount of $6080.33, against the bond taken from Byers Bros. as principal, and United Pacific Insurance Company, as surety, for the work of improvement of the Warrenton Secondary Highway, 19th Street - Hayes Street, in Clatsop County, State Highway Contract No. 3232, our file No. 3235.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
OCT 17 1950
OREGON
STATE HIGHWAY COMMISSION

10-17-50, gc

RECEIVED
OCT 18 1950
FOR FILING

104-1117

3232

Miss Lewis

October 17, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Oregon Asphaltic Paving Company against Byers Bros. in the amount of $6,080.33. This claim is for work performed and materials furnished to Byers Bros. in connection with their operations on State Highway Contract 3232 for grading and surfacing the 19th Street-Hayes Street Section in Warrenton on the Warrenton Secondary Highway.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond furnished with Contract No. 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:vml
Attach.

cc - Ed Fearey & Co.
Spexarth Building
Astoria, Oregon

Byers Bros. General Contractors
105 Lexington Street
Astoria, Oregon

10-17-50 JK

N O T I C E

TO: EARL T. NEWBRY, Secretary of State, State of Oregon:

NOTICE is hereby given that the undersigned, Porter W. Yett, Jr., and W. C. Fry, doing business as Oregon Asphaltic Paving Company, have a claim for work done in the preparation of the base, sprinkling, load haul, placement of aggregate, and the furnishing and placing of asphalt, in the amount of Six Thousand Eighty and 33/100 ($6080.33) Dollars, against the bond taken from Byers Bros., as principal, and United Pacific Insurance Company, as surety, for the work of improvement of the Warrenton Secondary Highway, 19th Street - Hayes Street, in Clatsop County, Oregon, being State Highway Contract No. 3232.

Dated October 12, 1950.

OREGON ASPHALTIC PAVING CO.

BY PORTER W. YETT, JR.
CO-PARTNER

ENDORSED
File No. 3235
Filed, October 13, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
OCT 13 1950
FOR FILING

104-1117
3232

October 10, 1950

Myers Brothers
105 Lexington St.
Astoria
Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 10 days, from July 31 to August 10, 1950, within which to complete your contract No. 1232 covering the Warrenton (19th St.-Meyer St.) Section of the Warrenton Secondary Highway in Clatsop County.

The Highway Commission granted your request with the provision that engineering be assessed as penalty from July 31, 1950 to the date of completion. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

sl

Secretary

cc: F. D. Dunn,
Division Engineer

J. H. Scott,
Resident Engineer

H. O. Smith

NOTED ON CARD
10-10-50 gk

RECEIVED
OCT 6 1950
FOR FILING

104-1117

3232

October 3, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

On October 1 we received a letter from the G. & A. Logging Company, Seaside, Oregon, advising that Byers Brothers of Astoria owe them the sum of $504.00 for grader rental on work performed by Byers Brothers on the secondary highway leading into Warrenton from the Astoria side. From the description provided us it appears that this claim is in connection with State Highway Contract No. 3232 awarded to Byers Brothers General Contractors for grading and surfacing the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond executed in connection with Contract 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Ed Fearey & Company
Spexarth Building
Astoria, Oregon

Byers Brothers General Contractors
105 Lexington Street
Astoria, Oregon

NOTED
K-3-505-C

RECEIVED
OCT 6 1950
FOR FILING

104-1117

3232

October 3, 1950

G. & A. Logging Company
Seaside, Oregon

Attention: D. J. Dobson, Office Mgr.

Gentlemen:

This is to acknowledge your letter of September 28 in which you advise that you have a claim against Byers Bros. of Astoria in the sum of $504.00 for grader rental in connection with the contractor's operations on the secondary highway leading into Warrenton. Byers Brothers General Contractors were awarded State Highway Commission Contract No. 3232 for grading and surfacing the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County. It appears that your claim is in connection with this contract. This job was completed August 7, 1950, and accepted by the Commission September 28, 1950, but final payment has not yet been made.

The United Pacific Insurance Company whose agent in this instance is Ed Fearey & Company, Spexarth Building, Astoria, Oregon, provided the bond in connection with the above contract.

Your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

If you wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission it is suggested that you file your claim with the Secretary of State. An excerpt from the Oregon Laws outlining the necessary procedure is attached herewith.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

10-3-50

G. & A. Logging Company

Seaside, Oregon

September 28, 1950

3232

Oregon State Highway Comm
Salem, Oregon

Gentlemen:

Byers Bros. of Astoria did a shoulder widening job on the secondary highway leading into Warrenton from the Astoria side. We would like to know if this was a State Highway contract and if they were bonded.

They owe us the sum of $504.00 for grader rental on this job, which we have been unable to collect. If they are bonded on the job we would like to file our claim against the bonding company.

Yours very truly,

G. & A. LOGGING COMPANY

By D J Dobson

D. J. Dobson, Office Mgr

DJD:alv
cc: Byers Bros
105 Lexington Ave
Astoria, Oregon

10-1-50, gf

RECEIVED
OCT 6 1950
FOR FILING

104-117

3232

September 26, 1950

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. A. E. Phillippay

Gentlemen:

We have your letter of September 25 concerning the amount of retained percentage on Byers Brothers General Contractors State Highway Contract 3232 for work on the Warrenton Secondary Highway in Clatsop County.

A check made with the Accounting Division this morning shows that final payment is in the amount of $1,363.25. This contract was completed on August 7, 1950, but to date has not been accepted by the Commission. Final payment will be held up as requested in your letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:mm

cc - M. H. Hawks

P.S. Please withhold final payment as requested by the surety.

Held payment until released by this office DHS

NOTED ON CARD
9-26-50

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA, WASHINGTON
PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

September 25, 1950

Oregon State Highway Commission
State of Oregon
Salem, Oregon

1382.25

Byers Brothers, Bond 106681 Contract No. 3232

Gentlemen:

It is our understanding that you have retained $1,311.91 owing to Byers Brothers General Contractors under Contract No. 3232 for grading and surfacing on the Warrenton Secondary Highway in Clatsop County.

We have been informed of a claim being made against the bond under this contract and we would appreciate it very much if you would withhold the payment of the above balance to Byer Brothers until you have heard further from us. We would appreciate very much if you would confirm this letter.

Very truly yours

A. E. Phillippay
Branch Claims Manager

AEP:lg

RECEIVED

RECEIVED
SEP 26 1950
FOR FILING

104-1117
3232

September 20, 1950

Request for Extension of Time
No. 7
September 26-27 meeting

Oregon State Highway Commission

Herewith is a request from Byers Brothers for an extension of time on Contract No. 3232, Harrenton Section of the Harrenton Scenery Highway, from July 31, 1950 to August 10, 1950.

This is the first contract that they have had with the State, and their method of operation is not in accordance with good practice for this type of work. They failed to provide proper supervision and made very little effort to push the project to completion.

I would recommend that this extension be granted, with engineering penalty to be assessed from July 31, 1950 to the date of completion.

Very truly yours,

H. M. Baldock
State Highway Engineer

kmsl.

cc: W. C. Williams
H. G. Smith

RECEIVED
AUG 21 1950
FOR FILING

104-1117
3232

Mrs Lewis

August 28, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Grimstad and Vandervelde, 749 Ninth Street, Astoria, Oregon, advising that Byers Brothers owes them the sum of $1,385 for work performed during the month of July on the Warrenton Section of the Warrenton Secondary Highway in Clatsop County. This claim, it appears, is in connection with State Highway Contract No. 3232 awarded to Byers Brothers General Contractors for work on the section described above.

This information is provided as the United Pacific Insurance Company appears as surety on the bond executed in connection with State Highway Contract 3232.

Very t ruly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf

cc - Ed Pearey and Company
Spexarth Building
Astoria, Oregon

Byers Brothers General Contractors
105 Lexington Street
Astoria, Oregon

RECEIVED
AUG 31 1950
FOR FILING

104-1117

3232

3232

August 28, 1950

Grimstad and Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

This is to acknowledge your letter of August 24 in which you advise that Byers Brothers of Astoria owe you the sum of $1,365 for work your Company performed for them during the month of July, 1950, on the Warrenton Secondary Highway in Warrenton. This claim, undoubtedly, is in connection with State Highway Contract No. 3232 awarded to Byers Brothers General Contractors for grading and surfacing on the Warrenton Section of the Warrenton Secondary Highway in Clatsop County. This job was completed by the contractor on August 7, but to date has not been accepted by the Commission. Final payment, of course, cannot be made until after the contract has been accepted.

If you feel it advisable to protect your claim for a period longer than six months following completion and acceptance of the job, it is suggested that you file your claim with the Secretary of State. We are enclosing an excerpt from the Oregon laws outlining the necessary procedure.

We will, of course, record your claim in our files and notify the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-28-50 JK

Telephone 1592 J. or 3F42

GRIMSTAD & VANDERVELDT

General Contractors
749 Ninth St.
ASTORIA, OREGON

August 24, 1950

State of Oregon
Oregon State Highway Commission
Salem, Oregon

United Pacific Insurance Company
627 Board of Trade Building
Portland, Oregon

RE: Byers Brothers
Contract Job for
Warrenton Secondary Highway,
Warrenton, Oregon

Gentlemen:

We wish to advise you that our Company has a unpaid bill against Byers Brothers of Astoria, Oregon for grading and road work done on the Warrenton Secondary Highway, Warrenton, Oregon, in the amount of $1,385.00 and covers for work performed during the month of July 1950 and covered by statement sent to them on August 1, 1950.

We ask that this be entered on your file before payment is made to them so that we will be protected in the amount of our statement.

Very truly yours,

GRIMSTAD & VANDERVELDT
by C. H. Grimstad

8-25-50

RECEIVED
AUG 18 1950
FOR FILING

104-1117

3232

August 17, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14
Washington

Gentlemen:

You are advised of the intention of the State Highway Commission to release a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3232 for grading and surfacing on the Warrenton (19th St.-Hayes St.) Section on the Warrenton Secondary Highway in Clatsop County. This payment, which is in the amount of $10,857.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,311.91. The present payment will be made on or after August 28, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Ed Fearey & Co.

MAILED ON CARD
8-17-50 gl

RECEIVED
AUG 17 1950
FOR FILING

104-1117

3232

Salem, Oregon
August 16, 1950

Contract No. 3232

Mr. Malcolm H. Hawke
Auditor

Dear Mr. Hawke:

Attached is a copy of a letter from Byers Brothers and a statement by myself at the bottom of the letter concerning the mailing of the semi-final estimate check on State Highway Contract 3232.

Will you kindly mail the check as directed.

Very truly yours

Secretary

FAQ:md
Attach.

NOTED ON CARD
5-16-60

Salem, Oregon
August 15, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

I hereby authorize the State Highway Commission to send our check covering semi-final estimate on State Highway Contract No. 3232, covering grading and paving on the Warrenton(19th St.-Hayes Street) Section of the Warrenton Secondary Highway, Clatsop County, directly to Mr. Ed Pauldines, in care of the First National Bank, Astoria, Oregon.

Will you please acknowledge receipt of this letter on the bottom of the enclosed copy thereof, and state whether or not you will comply therewith.

Very truly yours,

BYERS BROS.

By Chas. H. Byers
Partner

RECEIVED TC
AUG 15
BY SECRETARY

August 15, 1950

Receipt of the above letter is hereby acknowledged, and I hereby approve the mailing of your semi-final estimate check on State Highway Contract No. 3232, directly to Mr. Ed Pauldines, c/o The First National Bank, Astoria, Oregon, as directed.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Salem, Oregon
August 15, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

NOTED
H. B. GLAISYER

Gentlemen:

I hereby authorize the State Highway Commission to send our check covering semi-final estimate on State Highway Contract No. 3232, covering grading and paving on the Warrenton (19th St.-Hayes Street) Section of the Warrenton Secondary Highway, Clatsop County, directly to Mr. Ed Pauldines, in care of the First National Bank, Astoria, Oregon.

Will you please acknowledge receipt of this letter on the bottom of the enclosed copy thereof, and state whether or not you will comply therewith.

ACKNOWLEDGED
H. B. GLAISYER

Very truly yours,

BYERS BROS.

APPROVED
H. B. GLAISYER

By Orin K. Byers
Partner

RECEIVED
AUG 16 1950
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

Jerry - Mrs Lewis's note on card + notify Hawke

NOTED ON CARD
S. 15 [illegible]

Form E-1—6M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12th, 19 50

Section Warrenton (19th St -Hayes St)

Kind of work grading-bit macadam

Highway Warrenton Secondary

Section prefix 104-1117

Contractor Byers Bros

Contract number 3232

Date of contract Sept 27th, 19 49

Date of completion July 31st, 19 50

Date work started Sept 28th, 19 49

Estimated date of completion August 8th, 19 50

Amount of contract . . . . . $ 38,953.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 43,776.75

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 5960.00, 14.9 %

Date project was completed August 8th, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final blading and addition of 3/4"-0 rock on shoulders completed Monday, Aug 8th.

NOTED H. W. LIBBY

NOTED AUG 22 1950

RECEIVED AUG 14 1950 DIVISION ENGINEER Salem No. 2

Signed J.H.Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ... %; ..... County, ... %; ..... County, ... %; ..... County, ... %.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 38642

RECEIVED
AUG - 7 1950
FOR FILING

104-1117

3232

August 2, 1950

Oregon State Highway Commission

Gentlemen:

We are now constructing, in the city of Warrenton, a project extending from 19th Street to Hayes Street on the Warrenton Secondary Highway. During construction of this section unstable ground was encountered, which required the removal of a considerable amount of marshy material and the hauling in of stable material to replace the unsuitable soil. This has caused a material overrun in the cost of the project, and it now appears that the project authorization will be insufficient by approximately $10,000.

It is necessary that the unstable materials be removed to secure a satisfactory base, and it is respectfully requested that the authorization on this project be increased from the original authorization of $42,825.20 to $53,000.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. M. G. Smith

WCW:me bl

RECEIVED
AUG 25 1950
FOR FILING
FORM E-30 2M 1-50 3760

104-1117

3232

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26th, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

In regard to the overrun on the City of Warrenton project, it was found the ground was covered with a heavy marshy sod which had to be removed before a stable fill could be constructed. This required the importation of a considerable amount of sand borrow. At the time of authorizing this borrow, it was not felt the amount would overrun the allowable ten percent.

The overrun of engineering expenses has been occasioned by the inexperience of the contractor, which necessitated an inspector being continuously on a long, drawn out job. I am endeavoring to adjust the engineering personnel to the progress of the contractors, but in situations such as this where a poor job would result, it has as yet been impossible to keep the engineering costs on all jobs within the prescribed limits. I have discussed this many times with the engineers, and feel that some progress is being made.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JUL 14 1950
FOR FILING

104-1117
3232

Salem, Oregon
July 12, 1950

Mr. H. G. Smith

Attached is a request for additional expenditure on the Warrenton city project, which request is for $10,134.93, almost a 25% overrun.

This is a tremendous overrun and should not have been incurred without prior approval.

It is requested that a complete report be submitted by the Resident and Division Engineer, so that I may have some facts to present to the Highway Commission on this matter.

The Division Engineer should be definitely informed that no such percentage of overrun, or, for that matter any material overrun, should be permitted to occur without your and this office's having approved the same.

W. C. Williams

WCW:ms

Encl.

cc Mr. S. H. Probert

RECEIVED
OCT 13 1949
FOR FILING

104-1117

3232

October 12, 1949

Myers Brothers General Contractors
105 Lexington St.
Astoria, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3232, which was awarded to you on September 27, 1949 by the State Highway Commission, covering the Warrenton (19th St.-Hayes St.) Section on the Warrenton Secondary Highway in Clatsop County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/12

RECEIVED
DEC 18 1949
FOR FILING

AGENDA
NOV 7 1949

104-1117

3232

September 27, 1949

Byers Brothers
105 Lexington
Astoria, Oregon

Re: Contract No. 3232

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and paving the Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway, in Clatsop County. This award was based on your low bid of $38,932.00, using asphalt, submitted on September 20, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bw

cc - R. G. Smith
Goldie Lewis
R. E. Probert
L. E. White (E.L.A.C.)

GET CONFIRMED

5/C

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 27, 1949

Myers Brothers
105 Lexington
Astoria, Oregon

State Highway Commission awarded you today contract for grading and paving Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway, Clatsop County, based on your low bid submitted September 20, 1949. Contract forms follow shortly.

H. B. Claisyer, Secretary
Oregon State Highway Commission

RECEIVED
SEP 28 1949
FOR FILING

104-117
3232

Salem, Oregon
September 26, 1949

Mr. R.H. Baldock

Attached hereto, for further handling by you, are five unexecuted copies of an agreement with the city of Warrenton re improvement of Warrenton Secondary Highway within city limits.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to the City Recorder of the City of Warrenton.

Secretary

rm
attach: 5

FOR FILING

September 26, 1949

Mr. E.E. Baldwin, City Recorder
City Hall
Warrenton, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your city, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission and the City of Warrenton, Oregon, regarding the improvement of Warrenton Secondary Highway within city limits.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl: 1

RECEIVED
SEP 29 1949
FOR FILING

FORM E-30 2M 6-48 33068
104-1117
3232

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1949

J.A

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

L

Dear Mr. Williams:

This office is advised by Mr. John Cattrall, Acting City and County Relations Engineer, that the City of Warrenton has secured all necessary rights of way for the highway project in Warrenton, for which bids were received at the last meeting of the Highway Commission, therefore, it would appear that this project could be contracted.

Very truly yours,

NOTED
W. C. WILLIAMS

J. M. DEVERS

By

FORREST COOPER
Right of Way Engineer

FC/ma

CC - John Cattrall

Williams authorized award of contract by phone 9/27/49 WWS

notified Byers Bros by wire 9/27 WWS

L

RECEIVED
SEP 8 1949
FOR FILING

FORM E-20X 10M 8-49 28008

104-1117
1. 3232

Warrenton

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1949

SUBJECT:

To: Mr. W. C. Williams,
Office.

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have been in correspondence with the City of Warrenton about some right of way which the City was unable to acquire, and the City's failure in this respect caused some question as to whether or not bids for the project could be called to be received at our September meeting.

Today I received a letter from the City Manager, from which I quote the first paragraph:

> "If the State Highway Commission wishes to call for bids on the 19th there is actually no question but the rights-of-way will be obtained as it has been agreed that the City of Warrenton will furnish these."

I pass this on to you for such value as it may serve in connection with your plan to include this project in the call for bids to be received at the September meeting.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Forrest Cooper

RECEIVED
JUL 28 1949
FOR FILING

Warrenton

Salem, Oregon
June 30, 1949

COPY

Mr. H. G. Smith

The following action was taken by the Highway Commission at its recent meeting:

1. Authorized calling for bids on the Warrenton Secondary Highway in Warrenton as soon as the plans are finished and the city has acquired right of way.

2. Approved oiling of a 1.3-mile section of the Klaton-Sutherlin Secondary Highway at the west city limits of Sutherlin as a 1950 Federal Aid Secondary Project. The funds are to be obtained from secondary reserve in Division No. 3.

3. Approved construction of a parking area, estimated to cost $6,000, at Willamette Pass, on the Willamette Highway. If satisfactory arrangements can be made, this work may be performed under price agreement with E. C. Hall Company on its existing contract.

4. Confirmed telephonic authority to make a location survey of Wallowa Lake Highway between the end of the present improved section and Wallowa Lake Lodge.

5. Approved erection of a textboard on the new Columbia River Highway west of Corbett, commemorating the Broughton expedition, at an estimated cost of $250. Please furnish necessary information to Mr. Widdows, so that he may erect the textboard.

6. Approved agreement with the City of Port Orford and requested that bids for the project be called as soon as possible.

7. Approved reemployment of J. H. Scott, under provisions of Senate Bill No. 203.

8. Denied resolution from the Mill City Planning Commission urging early construction of the North Santiam Highway between Stayton and Mill City.

9. Approved location of Rome-Princeton Secondary Highway between Diamond Valley Junction and Follyfarm and authorized acquisition of rights of way.

W. C. Williams

WCWmm

NG

Warrenton

June 6, 1949

Oregon State Highway Commission

Gentlemen:

At a meeting of the State Highway Commission on April 19 ~~and~~ 20, 1949, a request was presented from the City of Warrenton for the elimination of three right-angle turns on Secondary State Highway No. 105, by the realigning of two blocks between Everett Avenue and Wheeler Street and the widening of the existing pavement along Chapman Street to a width of 22 feet. The estimated cost is $30,000.

The Commission unanimously approved the project to be performed in 1949 as a major betterment project, provided the County and the City will furnish the necessary right of way without cost to the State.

The City is now asking that the work be performed, and I recommend that we prepare the project for contract letting as soon as the County and the City have provided the necessary rights of way. To finance the project it would be necessary to take the estimated $30,000 from the unallocated major betterment fund as set up for Division No. 2 in the 1949-51 program.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc: Mr. W. C. Williams
Mr. H. H. Hanke
Mr. H. G. Smith

FI-248(15) Moffett Creek Bridge 1949

#3233

RECEIVED
OCT 1 1950
FOR FILING

71-248(15)
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
October 11, 1950

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1833	10-Final	Frank Nash Construction Co.	
16272	1700	5,683.14	10/9/50

(EST. NO.) (CONTRACTOR)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorised.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 16 1950

OREGON STATE HIGHWAY COMMISSION
(date)
October 11, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1233	10-Final	Frank Watt Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16271	1700	$ 5,683.14	10/9/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. J. Nicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Aug. 25, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-13-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 20 1950
FOR FILING

71-248(15)
3233

September 19, 1950

Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3233, covering construction of Moffett Creek Bridge on the Columbia River Highway in Multnomah County, has been completed by the contractor, Frank Watt Construction Co., and that final payment in the amount of $5,683.14 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for any any such claims should there be any.

For your information we wish to advise that the total contract amount is $71,585.55, and that no force account work was performed on the project. This contract was completed on August 25, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
9-19-50 gf

RECEIVED
NOV - 1 1949
FOR FILING

Files

71-24(15)

3233

October 31, 1949

Frank Watt Construction Co.
2020 N. E. 58th Ave.
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3233, which was awarded to you on September 28, 1949 by the State Highway Commission, covering construction of the Moffett Creek Bridge on the Columbia River Highway in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/31, gl

RECEIVED
DEC 16 1949
FOR FILING

71-2-48(52)
3233

September 19, 1949

Frank Kobb Construction Co.
8380 N. E. 50th Avenue
Portland 13, Oregon

Re: Contract No. 3233

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you yesterday, September 18, the contract for construction of the Suttle Creek bridge in Multnomah County. This award was based on your low bid of $77,600. submitted on September 19, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - H. G. Smith
Goldie Lemke
L. H. Probert
G. H. Fenton
L. H. Noble (H.E.A.Co.)

GET CONFIRMED

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM | SERIAL
DAY LETTER | NIGHT LETTER

WESTERN UNION

1908

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE | DEFERRED
CODE | NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 29, 1949

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland 13, Oregon

The State Highway Commission awarded you yesterday contract for construction of the Moffett Creek Bridge, Multnomah County, based on your low bid submitted September 19, 1949. Contract forms will follow shortly.

H. E. Gladmyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1949
FOR FILING

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

FI-248(15)
OREGON DISTRICT

September 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today requesting concurrence in award of contract and advising that all required right-of-way has been acquired, we hereby concur in award of contract today to Frank Watt Construction Company, Seattle, Washington, who submitted the low bid for the construction of Oregon Project FI-248(15), Moffett Creek Bridge.

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk
C. G. POLK
Sr. Highway Engineer

NOTED
W. C. WILLIAMS

Copy sent to ptnl.

RECEIVED

RECEIVED
SEP 2
FOR FILING

FI -

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1906

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON

SEPTEMBER 28, 1949

T. M. DAVIS
FINANCIAL CENTER BUILDING
PORTLAND, OREGON

RIGHT OF WAY NOW CLEAR FOR MOFFETT CREEK BRIDGE FI-248 (15). ASK YOUR CONCURRENCE IN AWARD TO FRANK WATT CONSTRUCTION COMPANY AT LOW BID OF $77,600.

W. C. WILLIAMS

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1208

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON

SEPTEMBER 28, 1949

T. M. DAVIS
FINANCIAL CENTER BUILDING
PORTLAND, OREGON

RIGHT OF WAY NOW CLEAR FOR TANNER CREEK BRIDGE FI-248 (15). ASK YOUR CONCURRENCE IN AWARD TO C. J. ELDON AT LOW BID OF $185,689.

W. C. WILLIAMS

FI-248(15) Tanner Creek Bridge. 1949

#3234

RECEIVED
MAR
FOR FILING

71-248 (15)

3234

(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
March 26, 1951

(EST. NO.) (CONTRACTOR)

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3234	15-final	E. L. Elder	
4537	B-12517	$ 14,061.66	3/23/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Nicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Extended to Dec. 31, 1950 without penalty

Completion Date: Dec. 30, 1950

Date Accepted: Feb. 26, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-27-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: A. A. Nicklander

RECEIVED
MAR
FOR FILING

71-248 (1st)

3234

March 6, 1951

General Casualty Co. of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3234, covering construction of the Tanner Creek Bridge on the Columbia River Highway in Multnomah County, was completed by the contractor, C. J. Eldon, on December 30, 1950 and was formally accepted by the Highway Commission on February 26, 1951.

Final payment in the amount of $14,061.66 will be released to the contractor on or after March 16, 1951. The total contract amount is $195,171.05, of which amount $666.42 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is given as your Company appears as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

3-6-51 gl

RECEIVED
OCT 19 1950
FOR FILING

71-248 (15)
3234

October 17,1950

Mr. C. J. Elder
P. O. Box 5686
Portland 17, Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 26, 1950, had under discussion your request for an extension of time of 92 days, from September 30 to December 31, 1950, within which to complete your contract No. 3234 covering construction of Tenmile Creek Bridge on the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Commission granted your request without penalty. However, I was instructed to inform you that the Highway Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: A. G. Skelton,
Division Engineer

H. H. McClure,
Resident Engineer

H. A. Reeves

NOTED ON CARD
10-17-50 JC

RECEIVED
SEP 20 1950
FOR FILING

71-248 (15)
3224

September 19, 1950

Request for Extension of Time
No. 10
September 20 and 29 Hearing

State Highway Commission

Gentlemen:

Re: Tanner Creek Bridge in Multnomah County
Contract No. 3224, F. A. 71-A(3) (15)

Herewith copy of an application for an extension of time, from September 30, 1950 to and including December 31, 1950, for the completion of all work on the Tanner Creek Bridge. In this application the contractor alleges delays as follows:

1. Time lost due to blizzards, floods, and clearup and repair of flood damage: 30 days.
2. Time lost as a result of road closures between Dalton and Summerville: 5 days.
3. Time required for additional excavation to obtain adequate footing bearing values: (Structural excavation over quantity bid approximately 16%; Structural excavation below elevations shown over quantity bid approximately 800%): 37 days.

The delays listed above are approximately correct, and it is recommended that the time extension be granted without penalty to the contractor. Attached hereto is the recommendation of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
GGP:gm

RECEIVED
MAY 24 1950
FOR FILING

FT-348(15)
3234

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 23, 1950

SUBJECT:

To:

Mr. J.H. Devers
Chief Counsel
Office

L

We have received in this office a fully executed copy of the agreement between the State Highway Commission and the Union Pacific Railroad Company and O. W. R. & N. Company covering the Fish Hatchery road crossing beneath the Railroad's Tanner Creek Bridge at Bonneville.

This agreement is being filed as railroad agreement No. 357.

Secretary

rm

cc - W.C. Williams

RECEIVED
MAY 24 1950
FOR FILING

71-248(15)

323

Salem, Oregon
February 15, 1950

Mr. J.M. Devers
Chief Counsel

Attention: Mr. J.W. DeSousa

Attached hereto, for further handling by you, are two copies of an agreement with Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company containing easement and construction agreement for the undercrossing of the tracks and right of way of the Railroad Companies on Columbia River Highway at Bonneville, which have been executed by the State Highway Commission.

not signed by RR

Secretary

FH
attach: 2

check with R/W
not returned - 3-17-50 R -
4-14-50

RR#357

Office Copy filed "Railroads"
5-23-50

BDM 10-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 27, 1950

Memorandum to the Commission

Attached for your approval is the original and one carbon copy of an agreement with the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and the State of Oregon in which the Railroad donates an easement for roadway purposes under its Tanner Creek Bridge at Bonneville on the Dodson-Bonneville Section of the Columbia River Highway. This undercrossing has been authorized by P.U.C. Order No. 24022 dated December 13, 1949.

It is our understanding that in the construction of the Dodson-Bonneville Section (Contract No. 3238 held by Peter Kiewit Sons' Company), the present access to the fish hatchery and Bonneville will be destroyed and that this new easement has been secured to provide such access.

The agreement has been approved as to form and legality by Mr. J. M. Devers and as to the engineering features by Mr. W. C. Williams.

H. B. Glaisyer

Secretary

FQQ:md
Attach.
cc - Floyd Query

FORM E-30 25M 6-49 22908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1950

SUBJECT: File 15966

To: Mr. H. B. Glaisyer
Secretary

O F F I C E

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission proposed form of Agreement with Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company containing easement and construction agreement for the undercrossing of the tracks and right of way of the Railroad Companies on the Columbia River Highway at Bonneville.

Copies of agreement have been approved by Mr. Devers as to form and legality and were approved by Mr. W. C. Williams as to engineering features on January 13th although his approval has not been endorsed on the form.

After execution by the State Highway Commission, please return both copies to me for further handling.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms

REFERRED TO
W. C. WILLIAMS
BY SECRETARY

RECEIVED
OCT 31 1949
FOR FILING

71-248(13)
3234

October 28, 1949

Mr. C. J. Eldon
P. O. Box 5686
Portland 17, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3234 which was awarded to you on September 28, 1949 by the State Highway Commission, covering the Tanner Creek Bridge on the Columbia River Highway in Multnomah County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/25/49

RECEIVED
DEC 16 '49
FOR FILING

71-2.42(15)
3224

September 19, 1949

C. J. Elders
P. O. Box 5166
Portland 1, Oregon

Re: Contract No. 3224

Dear Mr. Elders:

Confirming my telegram to you of this date, the State Highway Commission awarded you yesterday the contract for construction of the Beaver Creek Bridge in Multnomah County. This award was based on your low bid of $185,688. submitted on September 19, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm

cc - R. G. Smith
Caldlin Lewis
E. H. Prichett
G. S. Parsons
L. H. White (B.P.R.C.)

GET CONFIRMED

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	FD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 29, 1949

C. J. Kidon
P. O. Box 5686
Portland 3, Oregon

The State Highway Commission awarded you yesterday the contract for construction of the Tanner Creek Bridge, Multnomah County, based on your low bid submitted September 20, 1949. Contract forms will follow shortly.

H. B. Chaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1949
FOR FILING
FI-248(15)
OREGON DISTRICT

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today requesting concurrence in award of contract and advising that all required right-of-way has been acquired, we hereby concur in award of contract today to C. J. Eldon, Portland, Oregon, who submitted the low bid for the construction of Oregon Project No. FI-248(15), Tanner Creek Bridge.

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk
Sr. Highway Engineer

NOTED
W. C. WILLIAMS

Copy sent to Portland

RECEIVED

20-2416 Eugene Office Building 1947

#2225

RECEIVED
MAY 11 1950
FOR FILING

Files

OREGON STATE HIGHWAY COMMISSION

May 9, 1950
(Date)

20-3416

3235
(Contract No.)

6-final
(Est. No.)

J. B. Creapeau
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
6064	373972	2,753.79	5/8/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAY 10 1950

NOTED ON CARD
5-10-50 g l

OREGON STATE HIGHWAY COMMISSION

May 9, 1950
(Date)

3235 (Contract No.)	6-final (Est. No.)	J. S. Creapeau (Contractor)	
Voue No:	Warrant No:	Amt: $	Date:
6864	373971	2,753.79	5/8/50

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Dec. 15, 1949

Completed: April 10, 1950

ACCOUNTING DIVISION

Contract Accepted: April 25, 1950

Time Extensions: Extended to April 13, 1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 5-10-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
APR 19 1950
FOR FILING

20-3416
3235

April 18, 1950

General Casualty Co.of America
Mr. Robert Cross, Agent
111 East Broadway
Eugene, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 1235, for construction of Eugene Office Building in Lane County, has been completed by the contractor, J. S. Crepeau, and that final payment in the amount of $2,753.79 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $22,502.84, and that no force account work was performed on the project. The above contract was completed on April 10, 1950 but has not as yet been accepted by the Highway Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Building
Seattle 5, Washington
Attention: Surety Department

NOTED
4-18-50 gl

RECEIVED
MAR 30 1950
FOR FILING

20-3416
3235

March 28, 1950

Mr. J. S. Crepeau
311 North 9th St.
Cottage Grove
Oregon

Dear Sir:

The State Highway Commission, at its meeting on March 21, 1950, had under discussion your request for an extension of time of 61 days, from February 11 to April 13, 1950, within which to complete your contract No. 3235 for construction of the Eugene Office Building in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cl

cc: K. D. Lytle,
Division Engineer

W. A. Reeves

NOTED ON CARD
3-28-50 gf

RECEIVED
MAR 3 1950
FOR FILING

20-3416
2235

February 27, 1950

Request for Extension of Time
No. 1
March 20 and 21 Hearing

State Highway Commission

Gentlemen:

Re: Eugene Office Building
Contract No. 2235
J. H. Crepeau, Contractor

Herewith copy of a second request for an extension of time in which to complete the work on the Office Building in Eugene, being built for the use of the Secretary of State, extending the time from February 11, 1950 to April 13, 1950.

The specified completion date on this structure was December 15, 1949. Due to a change in location, made at the request of the City of Eugene, time was extended to and including February 11, 1950. The cold weather which lasted through January made it advisable to direct the contractor to cease work on concrete and plastering, as an acceptable job could not be obtained during those weather conditions.

In view of this, it is recommended that the extension be granted to April 13, 1950 without penalty. This is a State Project and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
FEB 17 1950
FOR FILING

20-3416

3235

February 16, 1950

Mr. J. S. Crepeau
311 North 9th Street
Cottage Grove, Oregon

Dear Mr. Crepeau:

The State Highway Commission, at its meeting on February 6, 1950, had under discussion your request for an extension of time of 58 days, from December 15, 1949 to February 11, 1950, within which to complete your contract No. 3235 for construction of office building at Eugene.

I am pleased to inform you that the Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. D. Lytle,
Division Engineer

W. A. Reeves

NOTED ON CARD
2-17-50 JF

RECEIVED
DEC 30 1949
FOR FILING

20-3416
3285

December 23, 1949

Extension of Time
No. 1
February 6 and 7 Hearing

State Highway Commission

Gentlemen:

Re: Engrave Office Building for
Secretary of State, Contract No. 3285
J. S. Crapsey, Contractor

Herewith copy of a request for an extension of time in the amount of 50 days, from December 15, 1949 to February 11, 1950, for the completion of the building now under construction for the Secretary of State at Ingrave.

After the contract for this building was awarded, the City of Ingrave requested that the location of the lot be changed to conform to their plans for the south entrance to the city. This necessitated reversing the arrangement of the building and considerably delayed the contractor in his work. It is recommended that the request for the extension be granted without penalty to the contractor. This is a State Project and concurrence of the Bureau of Public Roads in this recommendation is not required.

Very truly yours,

F. E. Baldwin
State Highway Engineer

GSP:gm
cc C. S. Pearson
Attached

RECEIVED
OCT 13
FC ... 46

20-3416

5235

October 17, 1949

Mr. J. S. Crepeau
311 North 9th St.
Cottage Grove, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3235 which was awarded to you on September 29, 1949 by the State Highway Commission, covering construction of the Eugene Office Building in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/17, 48

RECEIVED
OCT 7 1949
FOR FILING

FORM E-20 15M 12-46 27999

C-3416
3735

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 6, 1949
Salem, Oregon

SUBJECT:

1436

To: Mr. W. C. Williams
Assistant State Highway Engineer

REFERRED TO Mr Devers.
BY ASST. CHIEF ENGINEER

O F F I C E

Dear Sir:

In reply to Record of Assignment No. 1436 WCW, pertaining to block and lot numbers on which the building is being erected in Eugene, I wish to advise that this building is located on Lot 4, Block 9, Fairmount Addition in Eugene.

Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:es

NOTED
W. C. WILLIAMS

(Copy sent to Mr. Devers

ASSIGNMENT No. 1436
FC 31

DESCRIPTION: Let. 10-4-49 fr[illegible] J. H. Devers asking for let sm[illegible] block on which building is to be erected in Eugene

DATE: 10-5-49

ASSIGNED TO: PEASE

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____
- ☐ X Please furnish to Mr. Devers' office

REPORT RECEIVED: 10-7-49 L

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-20 2SM 1-48 20023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have been asked to prepare a lease covering the property in Eugene which is to be occupied by the Secretary of State and the Public Utilities Commission.

I do not as yet have the lot and block on which the building is to be erected, and I will need that to incorporate it in the lease.

Very truly yours,

J. M. DEVERS

JMD:NH

RECEIVED
DEC 16 1949
FOR FILING

20-3416
3235

AGENDA
NOV 7 1949

September 23, 1949

J. R. Chapman
311 North 7th Street
Cottage Grove, Oregon

Re: Contract No. 3235

Dear Mr. Chapman:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of the Eugene Office Building in Lane County. This award was based on your low bid of $28,077.82, submitted on September 19, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - E. G. Smith
Goldie Lewis
A. H. Fredgren
C. S. Jensen
L. R. White

GET CONFIRMED

SA C

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 29, 1949

J. S. Crapsen
711 North 9th St.
Cottage Grove, Oregon

The State Highway Commission awarded you today the contract for constructing the Eugene Office Building, Lane County, based on your low bid submitted September 20, 1949. Contract forms follow shortly.

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1946
FOR FILING

20-3416
3235
Eugene

September 29, 1946

Honorable Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: Mr. William E. Healy

Dear Sir:

Further reference is made to the lease of the proposed office building in Eugene. We have been unable to complete negotiations with the Public Utilities Commissioner for the lease of that portion of the building originally assigned to him. Before awarding the contract for construction, we must have assurance of rentals sufficient to amortize the building cost in a reasonable period.

Pursuant to our telephone conversation, we offer your department a lease for the entire building for a period of 20 years at a rate of $200.00 per month. This rental does not include heat, light, water, janitor service or other normal operating cost, but does include maintenance of the building itself and insurance on the building. You will be permitted to sub-lease any extra space to any state department at your own option.

We are preparing a formal lease-agreement covering the matter, but would like to proceed with the award of the contract immediately and would appreciate your endorsement on one copy of this letter showing your acceptance of this arrangement.

Very truly yours,

R. H. Baldock
State Highway Engineer

Rental rates and conditions approved.

OSP:bd

cc: O. S. Paulsen
J. M. Devers
W. E. Healy (2)

William E. Healy
Assistant Secretary of State

RECEIVED
OCT 3 1949
FOR FILING

20-3416

3235

Salem, Oregon
September 29, 1949

Eugene Office Building
for Secretary of State

Mr. J. M. Devers
Chief Counsel
O f f i c e

Dear Sir:

Reference is made to your letter of September 28 and our previous correspondence concerning the lease-agreement covering the office building which we are to build in Eugene for the Secretary of State. Since writing you under date of September 26, the Public Utilities Commissioner has backed out of his unofficial agreement to rent a portion of the building. The Secretary of State, however, is willing to take over the entire building and will enter into a lease for a period of 20 years at a rate of $200.00 per month. This rental does not include heat, light, water, janitor service or other normal operating cost which will be provided by the lessee. The State Highway Commission will at its own cost maintain the building and contribute to the restoration fund in lieu of insurance.

The building is entirely separate from our other buildings and has its own heating installation and separate connections for light and water.

It may be that the Secretary of State will want to sub-let a portion of this space to other State departments and we should specifically note that this is satisfactory to us. It would be appreciated if you will prepare a lease-agreement covering this matter. I am attaching hereto a copy of a letter to Mr. Healy confirming the above arrangement, the original copy of which has been signed and placed in the general files. Attached hereto are the figures upon which this rental is based.

Yours very truly,

R. H. Baldock
State Highway Engineer

Attached
CSP:bd
cc G. S. Paxson

Contract

Building	$22,077.80
10% engineering and contingencies	2,207.80
Total	$24,285.60

State Force

Venetian blinds	$ 350.00
Grade, surface, walks and landscape	2,500.00
Property	2,000.00
Total	4,850.00
Total Cost	$30,135.60

Yearly Charge

Amortization	20 years at 3%	$2,025.11
Maintenance		250.00
Restoration fund		100.00
		$2,375.11

Monthly Rental Required $200.00

FORM E-80 REM 1-49 20000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1949

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

I have your letter and information concerning the construction of the proposed office building in Eugene. You request that I prepare an appropriate lease covering the space to be occupied by the Secretary of State and a like lease for the space to be occupied by the Public Utilities Commissioner.

Among the obligations to be incorporated in the lease, you say that the tenants are to pay, among other things, the heat, lights, water and janitor service. My question is this: Is the building to be heated from a central heating plant, and if so how will the cost of the heat be allocated to the tenants? The matter of water and lights can be metered, but the situation is different with respect to heat and janitor service, unless it is intended that the tenants employ and pay their own janitor.

As soon as I get this additional information I will prepare the form of lease.

Very truly yours,

J. M. DEVERS

JMD:NH

cc - G. S. Paxson

By Chief Engineer
REFERRED TO
Mr. Paxson
Please prepare reply

RECEIVED
SEP 29 1949
FOR FILING

20-3416
3235

Eugene

September 28, 1949

Honorable Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

Under date of September 8, I wrote you giving estimate of $165 per month for your share of the rental for the proposed office building in Eugene. We received bids slightly under our estimate and will award a contract for the construction of the building. Based on the bids received, our rental rate for your space will be $150 per month. This rental does not include heat, light, water, janitor service, or other normal operating costs.

We are preparing a formal lease-agreement covering the matter, but would like to proceed with the award of the contract immediately and would appreciate your endorsement on one copy of this letter showing your acceptance of this arrangement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

Rental rate and conditions approved.

Earl T. Newbry
Secretary of State

SEP 29 1949
FOR FILING

September 28, 1949

Mr. George H. Flagg
Public Utilities Commissioner
460 N. Commercial Street
Salem, Oregon

Dear Sir:

Under date of September 8, I wrote you giving estimate of $95 per month for your share of the rental for the proposed office building in Eugene. We received bids slightly under our estimate and will award a contract for the construction of the building. Based on the bids received, our rental rate for your space will be $90 per month. This rental does not include heat, light, water, janitor service, or other normal operating costs.

We are preparing a formal lease-agreement covering the matter, but would like to proceed with the award of the contract immediately and would appreciate your endorsement on one copy of this letter showing your acceptance of this arrangement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

Rental rate and conditions approved.

George H. Flagg
Public Utilities Commissioner

RECEIVED
SEP 27 1949
FOR FILING

20-3416
3235

Eugene

Salem, Oregon
September 26, 1949

Mr. J. M. Devers
Chief Counsel
O f f i c e

Dear Sir:

We have received an acceptable bid for the office building at Eugene which is to be used by the Secretary of State and by the Public Utilities Commissioner. These two departments have unofficially agreed to pay us a rental on this building which will retire the cost in 15 years at three per cent interest. Based upon the amount of space used by each organization, the required rentals will be: Secretary of State, $150 per month; Public Utilities Commissioner, $90 per month; total $240 per month. The figures upon which this rental is based are attached hereto.

It would be appreciated if you would draw up rental agreements with the Secretary of State and Public Utilities Commissioner, these rental agreements to specify that the occupants pay all operating costs in addition to the rental given above, which operating costs are to include heat, lights, water, janitor service, and other miscellaneous costs. The State Highway Department will carry the maintenance cost of the building and the payments to the State Restoration Fund in lieu of insurance.

Our contract calls for the completion of this building, ready for occupancy, on or before December 15, 1949, with a provision that in case of inclement weather the completion of the exterior painting may be postponed until spring, with all work completed on or before May 31, 1950. Our rental agreement should not, however, tie us down to these dates, but should allow occupancy as soon as the project is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:gm
cc G. S. Paxson

Attached

Contract

Building	$22,077.80
10% engineering and contingencies	2,207.80
Total	$24,285.60

State Force

Venetian blinds	$ 350.00
Grade, surface, walks and landscape	2,500.00
Property	2,000.00
Total	5,850.00

Total Cost	$30,135.60

Yearly Charge

Amortization 15 years at 3%	$ 2,525.35
Maintenance	250.00
Restoration fund	100.00
	$ 2,875.35

Monthly Rental Required $240.00

Secretary of State	152.00
P.U.C.	88.00
	$240.00

RECEIVED
JUL 11 1949
FOR FILING

20-3416
3235

Eugene

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1949

SUBJECT: Eugene Office Building

To:
Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

After discussing your request for a partition in Office No. 5 with Mr. Stiffler and Mr. DeFrance, it seems better that this partitioning be done by our own forces after the completion of the building.

I am attaching hereto a copy of the floor plan of the building with two possible positions of this partition. The partition will necessarily be at one of the outside pilasters. If the first pilaster from the back wall is used, you will only have an office approximately 7' x 14', and it will be necessary to move the heating inlet during construction so that the partition does not interfere with it.

If the second pilaster is used, you will have an office approximately 11'-10" x 14', and the front office will be decreased to a little less than 15' in depth. If this second pilaster is used, the ceiling lights should be re-spaced so that you get an even distribution of light.

This heating system depends upon a circulation of air through the room to the cold-air register, which is in the inside wall of the front office. When the partition is built, a door with louvers in the lower panel should be used in order to get a circulation of heat through the rear office.

Please take this up with Mr. Allen so that he will know which arrangement you want and can make the necessary changes in the heating or lighting.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc W. W. Stiffler
I. A. DeFrance
L. R. Allen

NOTED
W. W. STIFFLER

FORM E-80 10M 12-48 27000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1949

SUBJECT:

To: Mr. R. H. Baldock

RECEIVED

This morning a conference was held attended by Mr. Lee Bown, Deputy Superintendent of the Oregon State Police, Mr. King, Chief Auditor of the State Police, Mr. De France, Mr. Hawke, and myself.

As a result of this conference, we are placing in effect the revised schedule of office rentals as shown in the attached sheet, wherein the total annual rentals of all properties occupied by the State Police, with the exception of Eugene, have been increased from $5,100 to $14,820. At first glance, this would appear to be an abnormal increase, which amounts to 190 per cent. However, the rate established for each location is based on operation and maintenance costs, to which is added a factor to cover the amortization of our capital investment based on a service life of forty years, with the exception of three older buildings - Ontario, Arlington, and Grants Pass - where the service life was assumed at twenty-five years.

The average rental rate established on the above-mentioned basis amounts to 9.3 cents per square foot per month. This rate compares very favorably with a rate of 10 cents per square foot established by the Board of Control, effective July 1, 1949, for office space occupied by the State Police in the Capitol group buildings, and which I am advised will be the new rate for the State Office Building.

In addition to the above, we worked out ways and means between our Auditor and the Police Auditor wherein we will immediately bill them for six months rent in advance at the new rates so that the respective amounts can be committed by the State Police from their balance of unexpended funds prior to July 1, 1949.

We also effected an arrangement by which the State Police will conform to our report to the Commission under date of January 12, 1949, wherein we secured authority to construct additional office space for the Police at Albany, Klamath Falls, and Eugene, to be financed in the

first instance by the Highway Commission, for which the State Police would reimburse us in the following amounts:

Albany- - - -	100 per cent of cost	$5,500
Klamath Falls	100 per cent of cost	4,800
Eugene- - - -	50 per cent of cost	17,750
	Total- - - - - -	$28,050

The State Police will be invoiced prior to July 1, 1949 in the above amounts, totalling $28,050, in order to enable them to commit unexpended funds prior to the closing of their biennial budget July 1, 1949.

W. W. Stiffler

WWS:er

Encl.

FORM S-155K 10M 2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 12, 1949

4-2

Oregon State Highway Commission

NOTED
W. C. WILLIAMS

Gentlemen:

During the forepart of December, Mr. Maison, Superintendent, and Mr. Bown, Deputy Superintendent, Oregon State Police, requested an appointment to discuss additional office space required for their personnel at Albany, Klamath Falls, and Eugene.

Their request and their requirements at these three locations were discussed in some detail and have since been thoroughly investigated.

At Albany, we have an equipment storage headquarters, which includes one room as an office for the construction engineer. Shortly after the construction of this building, the State Police requested space for one desk and a radio for two police officers, which was granted, as the space was sufficient for both parties. The State Police, in expanding their organization and activities, now have eleven officers working from this headquarters, which results in too much interference for our construction engineer. We have diligently searched for office space for our construction engineer and have been unable to locate anything suitable.

Therefore, it is my recommendation that one additional room, 15' x 30', constructed as a wing to the north, be authorized. We have a sufficient amount of brick on hand for the construction, which material was originally acquired as a right of way settlement. The total estimated cost is $5,500. The State Police will reimburse us for this expense.

At Klamath Falls, the congestion is again due to the expansion of the State Police, who are operating about 15 or 16 officers from this headquarters consisting of one room. As a temporary expedient, our maintenance superintendent moved into the radio room, but additional space is necessary for the engineer, since the State Police have assigned a full-time operator to the radio.

We can secure the necessary space at this location by refinishing two equipment storage bays, which are located in the same building, as offices. This will result in sufficient space for the Police and our Maintenance Superintendent, and will also provide space for two resident engineers who now rent office space uptown. The total estimated cost is $4,800, which the State Police will reimburse us for. This will result in shunting some equipment outside. We now have some equipment at this station that is not housed. By 1950, we will be required to build more sheds.

At Eugene, the State Police have been ordered, by the County Court, to vacate their present offices in the courthouse early in the spring of 1949. We have no buildings available for renovation to accommodate the State Police at our headquarters, and the only solution would be to construct an office building estimated to cost $35,500. The Police have agreed to bear 50 per cent of this cost.

The total estimated cost of the three projects is $45,800, of which the State Police will reimburse us for $28,050. The balance, or $17,750, is our portion for space used by highway employees.

On the basis of cooperation as stated, I recommend all three projects to be financed from reserves for "Capital Outlay" expenditures in the 1949 budget.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. W. Stiffler
W. C. Williams ✓
E. A. Collier
M. H. Hawke

WWS:er

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 23, 1948

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
O F F I C E

Dear Sir:

Mr. Lee Bowen, Deputy Superintendent of Police, called me today asking what action had been taken by the Commission for construction of office for them at Eugene and Albany.

I advised him that so far as I knew they had not had time to take action on this matter yet but that he might call you in a couple of days when further information might be available. My previous letter to you on this subject, dated December 7th, had a sketch showing plan for office building 40 x 60, and we also requested a shed 24' x 240' on the north edge of the lot. Neither of these buildings, however, were in the budget.

Very truly yours,

E. A. Collier,
Maintenance Engineer

EAC:mc

RECEIVED
JAN 31
FOR FILING
FORM E-20 2500 12-47

20-3446
F
323 5-
Eugene

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1948

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Herewith four alternate floor plans for the proposed office building at our maintenance quarters in Eugene. The one marked "Scheme No. 1" seems to fit the site and the conditions better than any of the others. Our estimates of cost are as follows:

Scheme No. 1	$34,128	✓ Preferred
Scheme No. 2	35,472	
Scheme No. 3	34,728	
Scheme No. 4	34,800	

We have also made estimates for a storage shed at Eugene. This storage building is figured without doors and without any heating. The estimates have been prepared for different size buildings--20 bays, 17 bays, and 13 bays. I understand that we now have approximately 20 pieces of equipment standing outside at our maintenance station. The estimated cost of this storage building is as follows:

Storage Building - Open Front

20 bays at 12'	24' x 240'	$12,208
17 bays at 12'	24' x 204'	10,436
13 bays at 12'	24' x 156'	8,075

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

FORM S-80 5M 8-49 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1948

SUBJECT: Headquarters - Eugene - State Police

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O F F I C E

Dear Sir:

I inspected Eugene Maintenance site with Mr. Lee Bown.

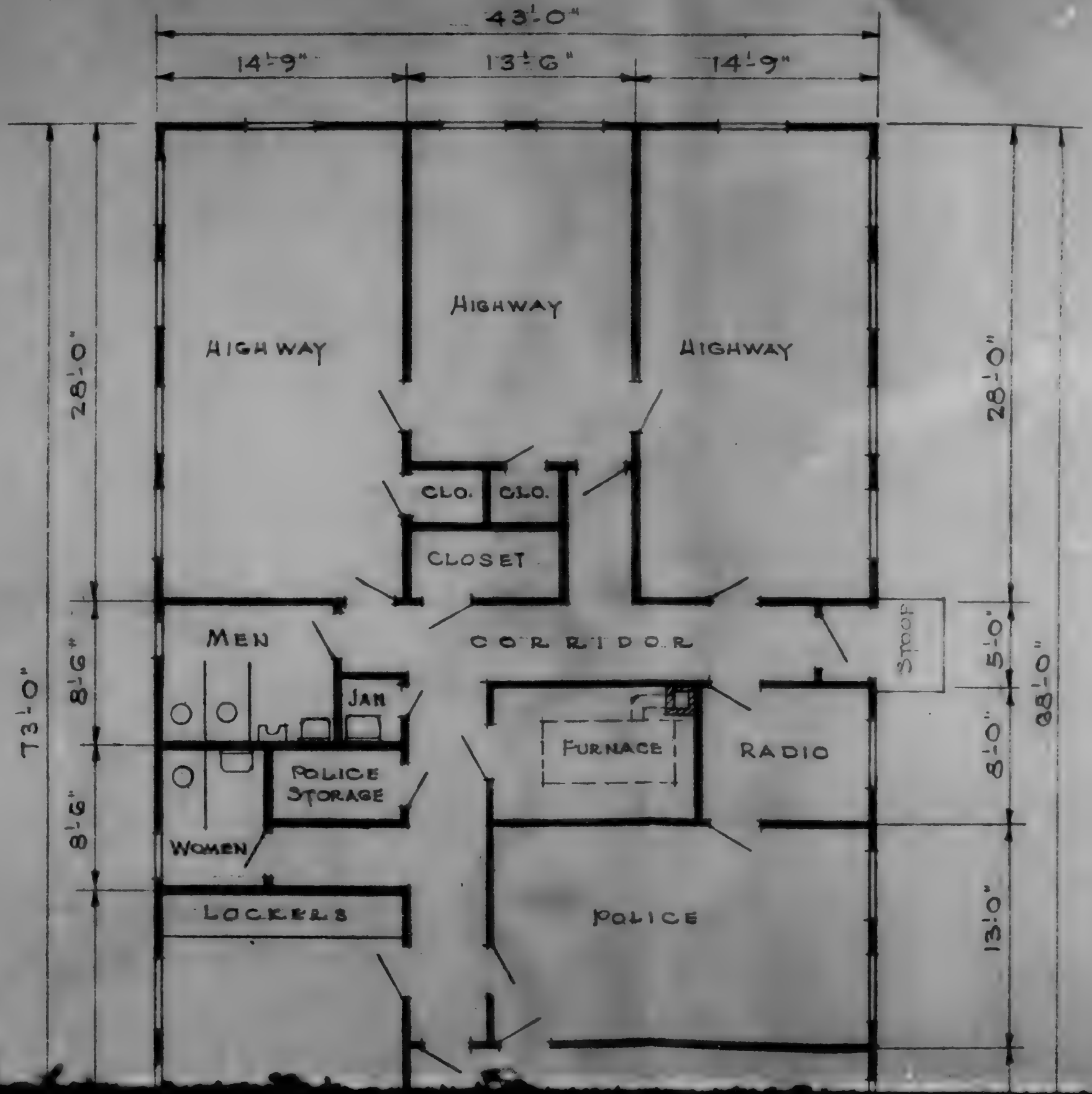
The attached sketch shows our plans for office building for State Police, three rooms, and Resident Engineer, three rooms. The location is in the southwest corner of the property facing 15th Street. Sewer, water, power, and phone are available.

Mr. Bown is very anxious to move in three months, as the County has requested the rooms now occupied by the State Police.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
Encl. (sketch)
cc: G. S. Paxson


43'-0"
14'-9"
13'-6"
14'-9"
28'-0"
73'-0"
8'-6"
8'-6"
HIGHWAY
HIGHWAY
HIGHWAY
CLO.
CLO.
CLOSET
MEN
JAN
POLICE STORAGE
WOMEN
LOCKERS
CORRIDOR
FURNACE
RADIO
POLICE
STOOP
5'-0"
8'-0"
13'-0"
28'-0"

43'-0"

9" 13'-6" 14'-9"

HIGHWAY

WAY

HIGHWAY

28'-0"

CLO. CLO.

CLOSET

CORRIDOR

Stoop

5'-0"

JAN

FURNACE

RADIO

8'-0"

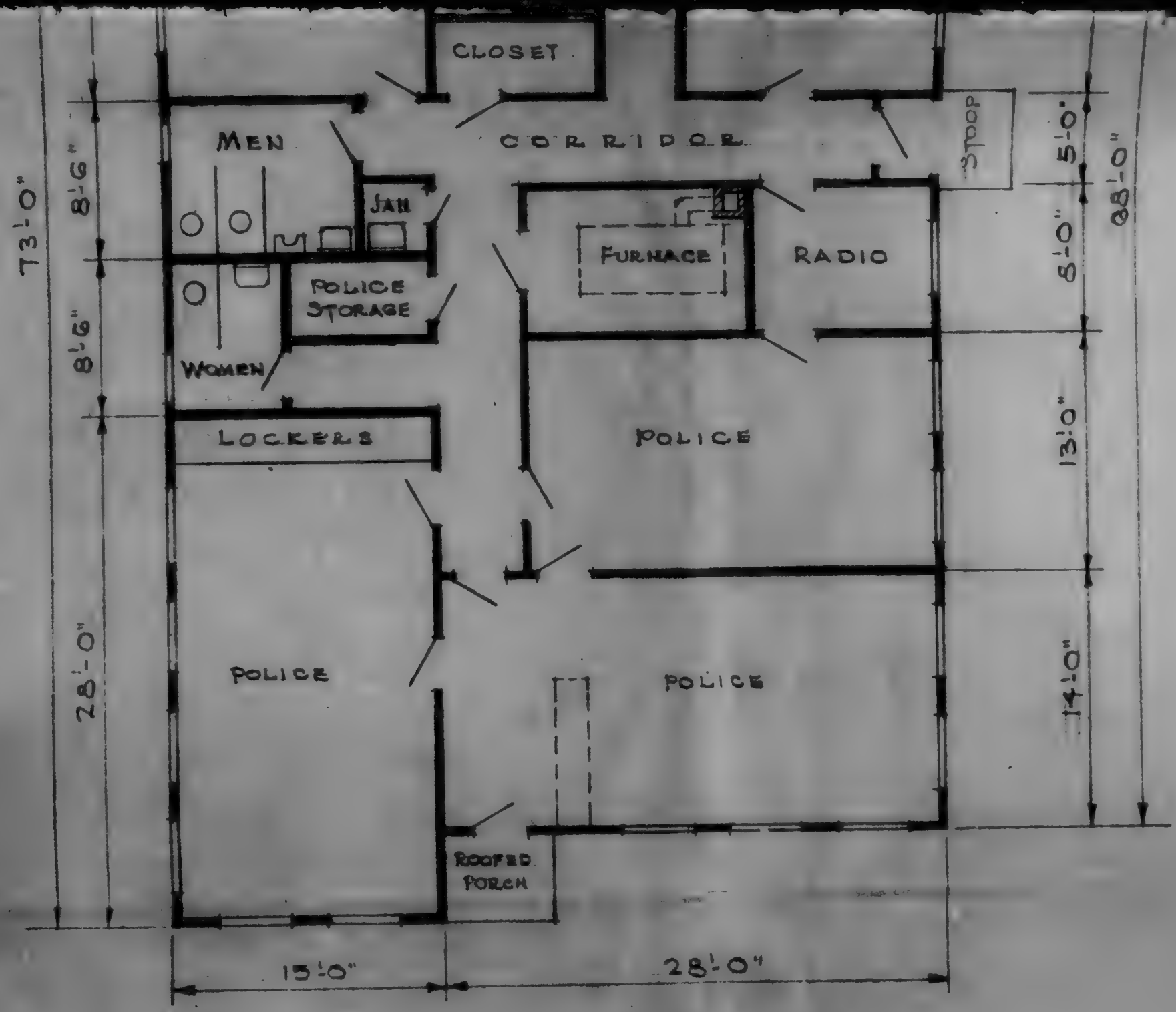
38'-0"

POLICE STORAGE

CELLS

POLICE

13'-0"



FLOOR · PLAN

SCALE 1/8" = 1'-0"

CLOSET

CORRIDOR

Stoop

5'-0"

JAN

FURNACE

RADIO

8'-0"

38'-0"

POLICE STORAGE

CELLS

POLICE

13'-0"

POLICE

14'-0"

ROOFED PORCH

3'-0"

23'-0"

FLOOR PLAN

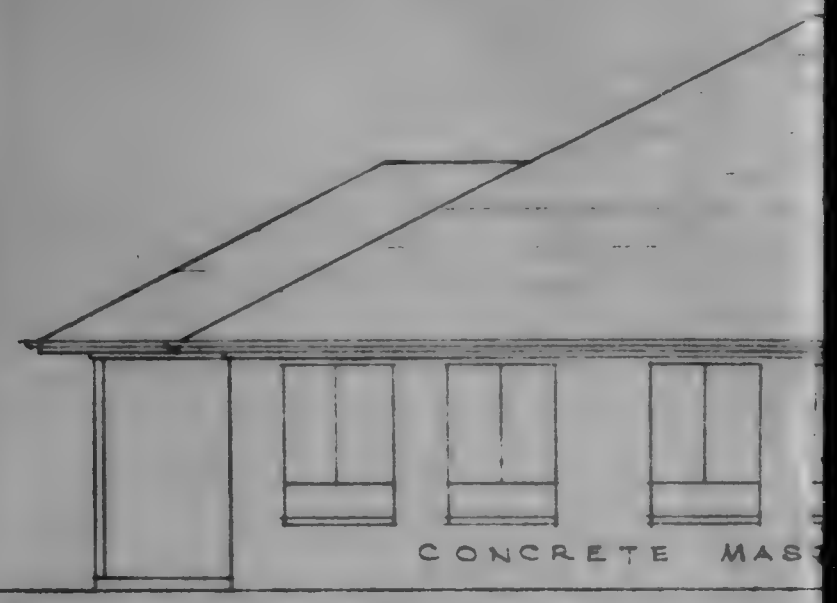
SCALE 1/8" = 1'-0"

OREGON
STATE HIGHWAY DEPARTMENT
PROPOSED

EUGENE OFFICE

DRAWN BY CCG JAN. 11, 1949
JOB NO. 7225

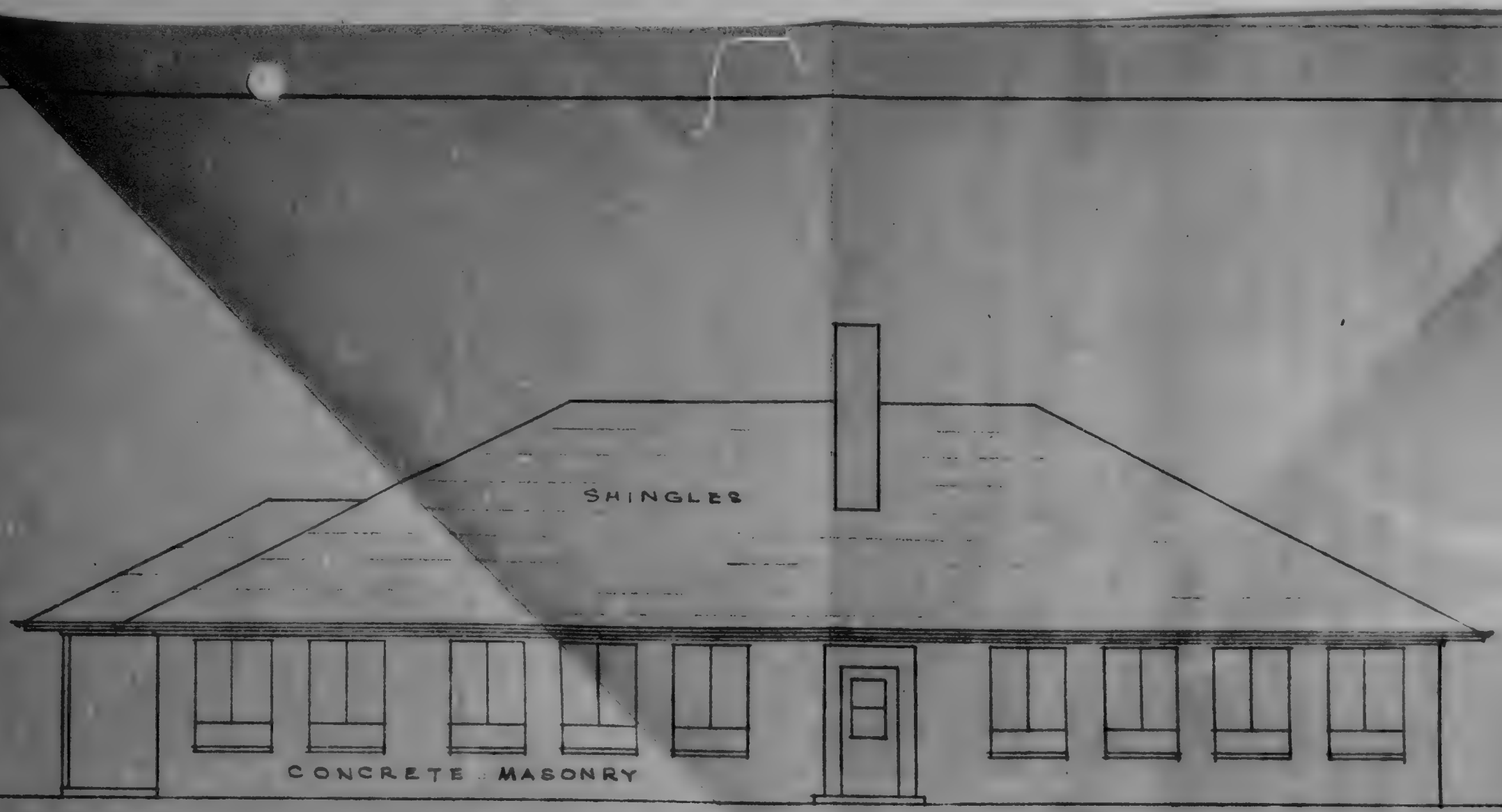
SOUTH • ELEVATION



EAS

ALTERNATE "A"

SCALE 1/8" = 1'-0"



EAST ◦ ELEVATION

TERNATE "A"

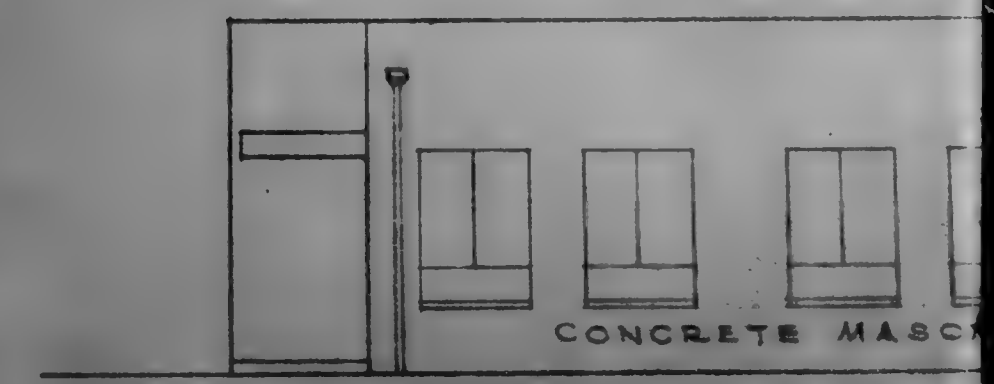
SCALE 1/8" = 1'-0"

SOUTH · ELEVATION

EAS

ALTERNATE "A"

SCALE 1/8" = 1'-0"



SOUTH · ELEVATION

EA

ALTERNATE "B"

SCALE 1/8" = 1'-0"

CONCRETE MASONRY

EAST - ELEVATION

ALTERNATE "A"
SCALE 1/8" = 1'-0"

EAST - ELEVATION

ALTERNATE "B"
SCALE 1/8" = 1'-0"

OREGON
STATE HIGHWAY DEPARTMENT
PROPOSED
EUGENE OFFICE
DRAWN BY CCS JAN. 11, 1949
JOB NO. 7225

UI-306(8) Tillamook St.-Broadway Br. 1950
#3236 Sec., Pacific Hwy. West
Folder # 2

RECEIVED
FOR FILING

W1-2241(8)

2231.

4890

ASSIGNMENT

Date: February 17, 1954 No. 4890 By LVCW

Description: Seven copies of Western Union Bill No. 10 covering additional charges - Line Revisions, Tillamook St. - Broadway Bridge Section, Albina

RECEIVED
FEB 18 1954
OREGON STATE HIGHWAY COMMISSION
PURCHASING DEPARTMENT

Acknowledged by _____ Referred to Gardner

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

Remarks: Bill being processed for payment

NOTE: PLEASE RETURN TO
W. C. WILLIAMS W. C. WILLIAMS Gardner

Ret'd 2-18-54 mc

Executed _____ Report Received _____

RECEIVED
JAN 15 1954
FOR FILING

UI-306(8)
3-36

January 12, 1954

Western Union Telegraph Company
San Francisco 6, California

Gentlemen:

Re: Line Revisions
Tillamook St.-Broadway Bridge
Section, Albina

Your Bills No. 10C92, 10617, 11223, and 29, in connection with the above work, have been audited by the Bureau of Public Roads. A copy of their audit report is attached.

You will note from the audit report that there is an amount of $390.12 due your company on the five items cited in the auditor's report. The Highway Commission will accept your billing in this amount to close the account on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Attached

CAG/ds
cc C. A. Gardner

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 18, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3236	27-final	C. J. Montag & Sons
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
21253	R-53770	$ 40,907.55 Nov. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: to Dec. 15, 1951 without penalty

Completion Date: Dec. 14, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 19 1952

RECEIVED
NOV 14 1952
FOR FILING

141-3606(8)
3236

Salem, Oregon
October 24, 1952

Agenda Item 4-b

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Attached are three conformed copies and one fully executed copy of an agreement with C. J. Montag and Sons regarding settlement of any and all claims in connection with and arising out of Contract No. 3236.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to C. J. Montag and Sons.

Yours very truly,

Secretary

rn
Attach: 4

REFERRED TO
BY SECRETARY
file in contract

FORM E-30 2SM 8-51 58818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17,1952.

SUBJECT: Settlement of Claims Arising Out of Contract No. 3236 Between State and C. J. Montag & Sons

To:

Mr. G. S. Paxson
Bridge Engineer
O F F I C E

Dear Sir:

Herewith you will find the original and six copies of the proposed Release Agreement between the State and C. J. Montag & Sons. This agreement provides that the State shall pay the Contractor a sum of $16,960.00 (plus the final estimate of $23,947.55) in settlement of any and all claims which the said Contractor has against the State in connection with and arising out of Contract No.3236.

You will note that this agreement is in the nature of a conditional release inasmuch as it provides for a future payment rather than a present payment.

I trust that this will prove satisfactory for your purposes and that if you have any comments or questions concerning this matter you will inform me of the same.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:bu
enclosures

RECEIVED
OCT 17 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
OCT 11 1949
FOR FILING

UI 3.06 (8)
3236

October 10, 1952

Oregon State Highway Commission

Gentlemen:

C. J. Hunting & Sons, contractor on the Tillamook Street-Broadway Bridge Section of the Harbor Drive expressway in Portland, has submitted a claim in the amount of $35,444.71 as compensation for extra costs involved due to the failure of the State to provide right of way.

The failure to provide right of way is not actual possession of the property, but is based on a claim for lost time due to operations of the City of Portland's contractor in constructing a large sewer project immediately adjacent to and alongside the highway project. The State opened bids for the highway project on August 2, 1949. The specifications made no mention of interference of the City's contractor, as the State at that time was not apprised of the fact that there would be interference. On September 9, 1949 the City of Portland awarded a contract for the construction of the sewer, extending practically the full length of the highway project. The entire City project was to have been completed in 400 calendar days, and that portion which was within the limits of the highway project was to have been completed in 1949. It was not, however, until June of 1950 that the sewer contractor completed work on the area covered by the highway contract.

We have carefully analyzed the contractor's claim, and we have determined that, without question, he was caused extra expense in the amount of $16,960. This amount has been determined to be made up of (1) increased costs due to raise in wages for labor in the amount of $730, (2) increased cost due to loss of approximately 50 per cent of working time amounting to $7,470, (3) enforced layoff of heavy equipment during the winter of 1949 and 1950 - $7,796, and (4) increased cost of hauling materials by reason of sewer trench interfering with hauling operations - $1,[illegible]. The contractor agrees to accept settlement of his claim on this basis; i.e., the payment of $16,960.

This is a rather peculiar case in that, while the interference was actually caused by the City of Portland, we know of no way that we can recover these costs from the City of Portland. The State's contractor on [illegible]

definitely is entitled to extra compensation in the amount set forth above, and it is recommended that C. J. Ewing & Sons be allowed extra compensation in the amount of $16,960 as full and complete payment of its claim for $35,144.71.

The contract authorization on this project was $1,008,272.65. At the present time the final cost is approximately $50,000 under the authorization, and, if the $16,960 is allowed, the project authorization will still underrun approximately $33,000.

This matter will be on the next agenda, and in fairness to the State's contractor I recommend payment of $16,960 in full settlement. The Chief Counsel will have the necessary agreement prepared to cover the settlement, if you so approve.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms hi
cc Mr. G. S. Paxson
Mr. C. H. Maison

FORM E-20X 25M 11-51 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1952

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel
Office

Original claim $~~32,497~~ 35144 3L

Dear Sir:

A settlement has been reached with C. J. Montag & Sons, contractors for the Tillamook Street-Broadway Bridge Section of the Pacific Highway West, Contract No. 3236, covering their claims for damage due to delay caused by interference by the City of Portland work on the sewer constructed through the site of the highway project. An agreement between the Highway Commission and C. J. Montag & Sons setting forth the terms of this settlement should be prepared for action by the Commission at the October 21 meeting. This agreement should provide that upon payment of the sum of $16,960 set up in the agreement, plus the final estimate in the amount of $23,947.55 dated July 24, 1952, the contractor waives all other claims of any nature on the project and accepts such sums as final and complete settlement on the project.

Bids on the highway project were opened August 2, 1949. Because of delay in completing the agreement between the railroad and state, the contract was awarded September 29, 1949. C. J. Montag & Sons, the low bidder, agreed to accept the award at their bid price, by letter dated September 27, 1949. Work began September 30, 1949 and was completed on December 14, 1951.

On September 9, 1949, the City of Portland awarded a contract to the General Construction Company of Portland for the construction of a sewer which extended practically the full length of the highway project and occupying the same area where highway work was to be done. The entire City project was to have been completed in 400 calendar days and that portion which was within the limits of the highway project was to have been completed in the fall of 1949. It was not until June of 1950, that the City's contractor completed his work on the area covered by the highway contract. The City accepted the entire sewer project on October 26, 1951.

The specifications for the highway project makes no mention of interference by the City's project and the State's contractor was entitled to expect uninterrupted possession of the area in which he had to work. The work on the City's project prevented access to a considerable portion of the highway work and forced the State's contractor to work over open excavation and excavated material in doing such work as could be done, while the sewer work was in progress. This resulted in the doing of work during the winter months of work

which could otherwise have been done during good weather in the fall. The State's contractor suffered a loss on this account which has been estimated and agreed upon as follows:

1. The delay prevented the contractor from completing his work during the 1950 construction season. In 1951, union agreements provided a raise in wages for labor. The contractor's books show that during the period in 1951 comparable to the delay in 1949 and 1950 additional costs by reason of the wage increase was $730.

2. During the winter of 1949-50, interference by the sewer work caused the State's contractor to work at less than 50 per cent of the efficiency that would otherwise have been possible. The contractor's overhead costs continued at the same rate as though normal progress was being made. The contractor's books showed that an allowance of $7,470 should be made to compensate for this item.

3. During the winter of 1949-50, the contractor had on the project heavy equipment which was prevented from working an estimated 53 per cent of the time for the periods shown. Stand-by rental on this equipment at 50 per cent of the new-operative rates is as follows:

One- 1 3/4 cu. yd. gas shovel crane	4 Mo. at $1,965 x .50 x .53 =		$2,082.90
One- 1 3/4 cu. yd. diesel shovel crane	4 Mo. at $2,156 x .50 x .53 =		$2,285.36
One- 3/4 cu. yd. truck mounted crane	6 Mo. at $1,374 x .50 x .53 =		$2,184.66
One- 1/2 ton pick up truck	6 Mo. at $ 77 x .50 x .53 =	$	122.43
One- 3 ton flat bed truck	6 Mo. at $ 220 x .50 x .53 =	$	349.80
One- D7 tractor and dozer	1 Mo. at $ 903 x .50 x .53 =	$	239.30
One- D8 tractor and scraper	1 Mo. at $1,855 x .50 x .53 =	$	491.58
	Total		$7,756.03

A reasonable adjustment of equipment rental costs due to the interference by the sewer contractor is $7,756.

4. The sewer trench through the area over which a portion of the highway embankment was hauled was inadequately backfilled and was crossed with difficulty by the highway contractor's equipment. Records by Highway Department personnel show that hauling across this trench required 35 per cent more time than for equal distances where the trench was not crossed. Labor and equipment rentals on the movement of material across the trench totaled $2,868.26. The 35 per cent additional time and cost is $1,003.89. An allowance of $1,004 is reasonable allowance.

The total allowance to the contractor for delays on the project is as follows.

Item 1	$ 730.00
Item 2	7,470.00
Item 3	7,756.00
Item 4	1,004.00
Total	$16,960.00

It would be appreciated if you would draw up an agreement covering this matter.

Very truly yours,

O. S. Paxson
Bridge Engineer

OSP:iw

cc W. C. Williams
O. S. Paxson

RECEIVED
FOR FILING

3236

MEMORANDUM Re: Extra Claim Tillamook St.- Broadway Bridge Section Contract No. 3236

NOTED
W. C. WILLIAMS

Bids on this project were opened August 2, 1949. Because of delay in completing the agreement between the railroad and state, the contract was awarded September 29, 1949. C. J. Montag and Sons, the low bidder, agreed to accept the award at their bid price by letter dated September 27, 1949. Work began September 30, 1949.

The City of Portland awarded a contract to the General Construction Co. for the construction of a sewer line which extended practically the entire length of the highway project and passed through the area where highway work was to be done. This sewer contract was to have been completed in the fall of 1949 but it was not until June 1950 that the work was completed and our contractor could work without interference.

C. J. Montag and Sons, the highway contractor, have now filed with us a claim totalling $32,157.97 which they allege is damages suffered by them because of delay and inconvenience by reason of the sewer work in the area that they were to have had available for their work.

The contractor's claim is in six items, the first four of which are based on interference by the sewer contractor. Items 5 and 6 are structural matters.

1.	Increased labor rate incurred because of delay in completion of work.	$ 2,245.34
2.	Overhead and fixed costs during delay.	9,679.61
3.	Equipment rentals during delay.	15,741.00
4.	Increased cost of hauling materials.	1,918.74
5.	Extra form cost on roadway curbs.	1,708.28
6.	Decreased yardage in footings	865.00
	Total	$ 32,157.97

There is no question that the contractor was inconvenienced by the sewer contractor's work and that he suffered a real loss because of it. The facts, however, do not support the amounts claimed.

Item No. 1:

The contractor contends that without interference he would have been able to complete the work in 1950 before the raise in wage rates took effect and that he should be paid the difference between the 1950 wage scale and the 1951 wage scale on all labor on the project in 1951. The work which he could have done in the winter of 1949-50 was on the structures north of Broadway. The sewer contractor was completely out of this area on April 20, 1950. This is a delay of seven months and during these months the highway contractor did do a considerable amount of work. Any adjustment should not cover a period of time greater than the total delay. His time statement shows that for the first seven

months of 1951 his additional cost due to higher wages was $730.31 while his claim based on all of 1951 is $2,245.54.

Item No. 2:

The contractor contends that the interference by the sewer contract prevented him from working during the winter of 1949-50 and that his overhead and fixed costs remained practically the same as though he had been able to work. The contractor arrives at the amount of his claim under this item by a comparison with the Broadway Bridge-Steel Bridge Section which he was doing in 1950-51. He figures that his overhead and supervision costs in the winter of 1949-50 were 24.6 percent of the amount earned, while in the winter of 1950-51 on the adjacent job they were 11.7 percent. He asks that we pay the amount of these charges above the 11.7 percent which he thinks would have been the case had he had complete possession of the site. This is a rather tenuous claim. It depends upon his system of cost distribution and compares two different jobs in two different years. The winter of 1949-50 was the most unfavorable for construction that we have had for many years. Our weekly reports show that for most of January and February the contractor's crew worked only a few days, except for a few men working on the sidewalk tunnels, and that on several days a few hours were worked and the crew laid off because of weather. This was true even though there was work available not seriously interfered with by the sewer contractor's operations. The delay in these two months at least was because of weather conditions rather than interference.

The contractor's costs were undoubtedly increased by the delay but at least two of the six months could be charged to weather. Two thirds of his claim under this item would appear to be a fair settlement. This would be $6,450.00 rather than the $9,679.61 claimed.

Item No. 3:

This item covers rental on heavy equipment which was placed on the project and used only to a fraction of its capacity because of interference by the sewer contract. The claim as presented is based on a comparison of the overhead and supervision costs on the two adjacent jobs in two different years. The contractor estimates that the efficiency of operation was 47 percent and asks that we pay 53 percent of a rental rate for operated equipment for the entire six months period. As in the preceding item the weather conditions were such that the heavier equipments, at least, could not have worked during January or February and at least this much time should be deducted for any consideration.

The rates at which rental has been charged are for operating equipment. The claim is made because the equipment was not operated. The Highway Department has a schedule of rentals and for stand-by-time our practice has been to allow one-half the rental rate allowed when the equipment is operating. There is no way in which the estimate of 53 percent lost time can be checked, but assuming that such an estimate is reasonable the adjustment would be as follows:

One 1 3/4 yd. gas shovel crane	4 mo. at	$1,965.00 x .50 x .53 =	$2,083.00
One 1 3/4 yd. diesel shovel crane	4 mo. at	2,156.00 x .50 x .53 =	2,285.36
One 3/4 yd. truck mounted crane	6 mo. at	1,374.00 x .50 x .53 =	2,184.66
One 1/2 ton pickup truck	6 mo. at	77.00 x .50 x .53 =	122.43
One 3 ton flatbed truck	6 mo at	220.00 x .50 x .53 =	349.80
		Total	$7,025.25

The above is calculated on rental rates used by the Highway Department on force account work. The rates include an allowance of $125.00 per month for the crane attachment to the heavier shovels.

Item No. 4:

This item covers lost time by grading equipment due to the necessity of crossing the trench excavated by the sewer contractor. The additional time of 2½ minutes per trip was checked by the State's inspector and found to be reasonable. The contractor is claiming time from April 20, 1950 to May 24, 1950. Our Resident Engineer's diary shows that equipment was only crossing the ditch from May 10 to May 24. The time shown for this period is:

D8 Tractor and Scraper	117¼ hours
D7 Tractor and Scraper	88 hours

Computed on the same basis used by the contractor the additional cost is as follows:

D8	117¼ hours	at	$ 14.82		$ 1,737.65
D7	88 hours	at	9.46		832.48
Laborer	88 hours	at	1.65	= $ 145.20	
Foreman	½ of two weeks	at	135.00	135.00	
				$ 280.20	
Acc. Ins., FICA, Unemployment, etc.		at	6.4%	17.93	
				$ 298.13	298.13
				Total	$ 2,868.26

The contractor claims that each round trip could have been made in four minutes had the trench not been dug and that six and one-half minutes were required when the trench was crossed. He asks that the State allow him 35 percent of the cost. This would amount to $2,868.26 x 0.35 = $ 1,003.89.

Item No. 5:

This is a claim for additional form work for the curbs on the HR line viaduct (Interstate Avenue). It is based on the fact that the Standard Handrail Plan, Drawing No. 9233, does not show the overhang. This is a standard drawing for use on all structures and the support for the handrail and curb vary with each structure. The overhang is clearly shown on the "Typical Roadway Section" on Drawing No. 9007, which is a plan especially drawn for this job and so titled, and is also shown on Drawing No. 9013, 9014, and 9015 which

are special plans for this project. The contractor can not assume that every detail of a standard plan will be followed especially when the detail in question is plainly modified by drawings specially made for the project. The plans are quite clear and the contractor should have anticipated the form work for the curb overhang when he bid the work. The claim should not be allowed.

Item No. 6:

Under this item the contractor additional compensation because of a decrease of 34.6 in concrete in Bents No. 15 to 22 of the Interstate Avenue viaduct. In our plans for the entire project we advised the contractor that the actual estimated concrete in the job was 4,660 cubic yards. Our final estimate shows 4,839 cubic yards actually placed. We have given the contractor 179 cubic yards more concrete to distribute his form cost over than he had reason to anticipate. The decrease in yardage in these footings is a very minor item in the total job and any decrease made in these members is more than compensated by increases elsewhere. The claim should not be allowed.

From the analysis given above the following is a reasonable settlement of the contractor's claims on this project:

Item	No. 1	Increased labor cost	$ 730.31
	No. 2	Overhead and fixed cost	6,450.00
	No. 3	Equipment rental	7,025.25
	No. 4	Excess hauling cost	1,003.89
	No. 5	Curb forms	0.00
	No. 6	Decreased concrete	0.00
		Total	$ 15,209.45

S. S. Paxson
August 12, 1952

RECEIVED
AUG 21 1952
FOR FILING

21-206(F)
3236

August 21, 1952

The Aetna Casualty and Surety Company
308 Yeon Building
Portland, Oregon

Attention: W. Eagleton

Gentlemen:

This is to acknowledge your letter of August 19 in which you make inquiry as to the status of force account in the amount of $8,030.76 as a part of Highway Contract No. 3236, awarded to C. J. Montag and Sons.

Although the force account work is mentioned separately it is still very much a part of the original contract and it is always considered by us as an integral part of that contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.
August 19, 1952

H. B. Glaisyer, Secretary,
Oregon State Highway Comm.,
Salem, Oregon.

Re: State Highway Contract No. 3236-Tillamook Street--Broadway Bridge Section of Pacific Highway West, Multnomah County--C. J. Montage and Sons, Contractor.

Dear Sir:

Your letter dated August 12th, 1952 informing us that the contract had been accepted on January 31, 1952 stated that the total contract amount was $820,775.68, of which amount $8,030.76 represented a force account item.

In as much as the total premium on a contract bond is based on the actual contract price, we are asking that you clarify the $8,030.76 force account item by stating whether it was actually a part of the contract or not. If it is not considered part of the contract and the surety would not have been held liable for any unpaid bills etc. on those items, we will then be in a position to return to the contractor the premium for that amount.

May we have your advise at your earliest convenience.

Yours very truly,

Bond Department.

WEagleton:ej

RECEIVED
BY SECRETARY

query
what are the facts?

RECEIVED
AUG 19 1952
FOR FILING

11-3(6)(8)
3-39

August 12, 1952

The Aetna Casualty and Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3236 for grading, paving and structures on the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Multnomah County was completed by the contractor, C. J. Montage and Sons, on December 14, 1951, and was formally accepted by the Highway Commission on January 31, 1952.

Final payment in the amount of $23,347.55 will be released to the contractor on or after August 22, 1952. The total contract amount is $820,775.68 of which amount $8,030.76 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Mr. G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

NOTED ON CARD
8-12-52

RECEIVED
JUL 9 1952
FOR FILING

UT-20 (2)
3236

Salem, Oregon
June 10, 1952

Agenda Item 6-2-2

Mr. C. W. Enfield
Chief Counsel
O f f i c e

Attached hereto are four copies of an agreement between General Construction Company, C. J. Montag and Sons, the City of Portland and State Highway Commission with respect to the release of claims arising out of the sewer tunnel collapse near the east end of the Broadway Bridge in Portland. These copies have been executed by the State Highway Commission and are now ready for the signatures of the other parties.

When fully executed please return one copy (preferably original) to this office for the Commission's files.

Please note that the fourth copy of this agreement has not been signed by Mr. Williams.

Yours very truly,

Secretary

rn
Attach: 4

FORM E-30 25M 2-51 47100

AGENDA
MAY 26 1952
6.2.2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1952

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Mr. Glaisyer:

Enclosed herewith are the original and three copies of a form of agreement between General Construction Company, C. J. Montag and Sons, State of Oregon, by and through its State Highway Commission, and the City of Portland, with respect to the release of claims arising out of the sewer-tunnel collapse near the east end of the Broadway Bridge in Portland on or about November 12, 1949.

The Commission has previously approved the basis of this settlement and release, and it is requested that the Commission's signature to all four copies of this agreement be secured at the May meeting and that all four copies be returned immediately thereafter to me for forwarding to the other three parties to the agreement for execution.

After the agreement has been executed by all of the parties, one fully executed copy will be returned for your file.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. H. Baldock

AUTHORIZED BY HIGHWAY COMMISSION
DATE
Secretary

"A"
4 copies to sign

S.A.
C.C.R.

RECEIVED
MAY 29 1952
FOR FILING
FORM E-30

AGENDA
APR 21 1952
2.d.4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 9, 1952

SUBJECT:

To: Mr. N. B. Glaisyer
Secretary
O F F I C E

Dear Mr. Glaisyer:

Please place the following matter upon the agenda for the April meeting of the Highway Commission:

Proposed settlement of the controversy involving General Casualty Company, C. J. Montag and Sons, City of Portland, and the Highway Commission, pertaining to construction work at the east end of the Broadway Bridge in Portland.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:sth
cc: Mr. R. H. Baldock

C.C.R.

FORM E-20 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1952

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Mr. Glaisyer:

In reply to your letter with respect to the settlement involving the claim of General Construction Company against C. J. Montag and Sons, the City of Portland and the State Highway Commission, involving a controversy at the east end of the Broadway Bridge in Portland, this is to advise that I have recommended to Mr. Apicella, attorney for General Construction Company, that it would be desirable to have one release prepared for the execution by all four parties concerned, wherein each party would secure complete releases from the other three, rather than to have separate releases prepared. Mr. Apicella agrees with this recommendation and has advised me that he is presenting this matter to the other two parties for their concurrence. As soon as this type of release has been agreed upon by the other two parties, a form of release will be prepared for approval by all of the parties, after which it will be presented to the Highway Commission for execution.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. H. Baldock

NOTED
H. B. GLAISYER

March 26, 1952

Mr. C. W. Enfield
Chief Counsel
O F F I C E

Mr. Brown, City Attorney, Portland, called at my office this morning regarding the settlement with the General Construction Company of the controversy involving contractor, C. J. Montag & Sons at the east end of the Broadway Bridge in Portland. Mr. Brown advised that this controversy has been settled, and that you know the basis of the settlement, which, as I understand it, is that one-third of the claim is to be paid by C. J. Montag & Sons, one-third is to be assumed by the General Construction Company, and the remaining third is to be paid equally by the City of Portland and the State Highway Department.

Mr. Brown advised me that Mr. Montag's check for his share has already been written and has been given to his attorney for further handling. He also said that the City's check for its one-sixth share is ready for payment as soon as the General Construction Company has signed a statement relieving the City from further obligation. I discussed with Mr. Baldock the matter of payment of the State's share, and he advises me that you and he will submit a joint report to the Commission at its next meeting, and will recommend to the Commission at that time payment of the State's one-sixth share. He asked me to call this to your attention, and to ask you to prepare an appropriate form of release for the General Construction Company to sign, if the Commission approves the arrangement. Mr. Baldock wants your report to go to the Commission prior to its regular meeting, and would like to have the release form available to attach to the report when it is mailed to the Commissioners.

Incidentally, Mr. Brown first called at your office, but was directed to my office because you were gone for the day.

Secretary

HHO:ls
cc: R. H. Baldock

RECEIVED
MAY 28 1952
FOR FILING

AGENDA
APR 21 1952

21-4

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

UT 30(8)B

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 16, 1952

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: Proposed settlement of controversy involving General Construction Company, C. J. Mentag and Sons, City of Portland, and the Highway Commission Construction work east end of Broadway Bridge

Gentlemen:

In the fall of 1949 the Highway Commission awarded a contract to C. J. Mentag and Sons for the Tillamook Street-Broadway Bridge project in Portland, Oregon. A short time prior to the awarding of this contract the City of Portland awarded a contract to the General Construction Company for the construction of a trunk sewer, a portion of which sewer passed through the area to be occupied by the State in connection with its contract with C. J. Mentag and Sons.

The operation of these two contractors in the same area and at the same time resulted in considerable interference with each other and our contractor contends caused him some delay which resulted in additional cost. In November of 1949 General Construction Company was driving a tunnel under the east approach of the Broadway Bridge and had an open trench along the east side of Interstate Avenue near Wheeler Street and in the area south of Broadway. On November 17, 1949, a portion of the sewer collapsed which necessitated the State's contractor to remove piles and to lower the footings, thus causing additional delay and expense.

General Construction Company, the sewer contractor, contended that the State's contractor caused the collapse of the sewer tunnel and that because of such collapse General Construction Company suffered damages and additional costs in the amount of $9,200.24, which claim has been made jointly against C. J. Mentag and Sons, the City of Portland and the Highway Commission.

C.C.R.

Several conferences have been held, at which all four parties were present, and there appears to be considerable differences of opinion as to who or what actually caused the collapse of the tunnel near the east end of the Broadway Bridge; however, whether or not C. J. Montag and Sons caused the collapse of the tunnel and whether or not the State might in any respect be liable to the General Construction Company, if such collapse resulted by reason of the operation of the State's contractor, the State might well be liable to C. J. Montag and Sons, its own contractor, for delay by reason of the interference with his work occasioned by the work being concurrently performed by the General Construction Company for the City of Portland.

As a result of a recent conference it has been tentatively agreed that the General Construction Company will reduce its claim by one third and that C. J. Montag and Sons will pay to General Construction Company one third the amount of its original claim, which one third amounts to $3,066.74, and that the City of Portland and the State Highway Commission each will pay to General Construction Company one sixth of the amount of its original claim, which one sixth is in the sum of $1,533.37. It was further agreed that upon the making of these payments that the four parties would enter into mutual releases whereby each of the four parties will release the other three from all claims for damages.

Considering the probable liability of the State to C. J. Montag and Sons for delay to our contractor resulting from the tunnel collapse, and considering the possibility of some liability on the part of the State to the General Construction Company, and possibly to the City of Portland because of the tunnel collapse, I recommend approval of this settlement requiring payment by the State in the sum of $1,533.37 in return for a complete release from all three of the other parties.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. H. Baldock
H. B. Glaisyer

RECEIVED
FEB 15 1952
FOR FILING

71-2-1(4)
3 x 36

February 14, 1952

C. J. Mantag & Sons
317 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 45 days, from October 31 to and including December 15, 1951, within which to complete your contract No. 3236 for structures, grading and paving on the Tillamook St.-Broadway Bridge Section of the Pacific Highway West in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Shulten,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Parson,
Bridge Engineer

NOTED ON CARD
2-14-52 JC

RECEIVED
JAN 24 1952
FOR FILING

21-306(8)
3236

January 28, 1952

The Aetna Casualty & Surety Co.
Portland Service Department
306 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to C. J. Montag & Sons in connection with contract No. 3236, covering the Tillamook St.-Broadway Bridge Section of the Pacific West Highway in Multnomah County.

This payment, in the amount of $42,165.70, will be released to the contractor on or after February 7, 1952. The retained percentage amounts to $2h,6hh.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
1-26-52, gl

RECEIVED
FOR FILING

21-306(B)

3236

files

BROADWAY 6493

THOMAS H. RYAN
ANTHONY PELAY, JR.
JOHN D. RYAN
JOHN M. RYAN

RYAN & PELAY
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

January 14, 1952

Oregon State Highway Commission
Salem
Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

Herewith is my completed affidavit with regard to your contract number 3236.

I hope that this satisfies the statutory requirements.

Thank you again for your cooperation.

Very truly yours,

RYAN & PELAY

John D. Ryan

JDR:jjh

Enclosure

NOTED
F QUERY

A F F I D A V I T

STATE OF OREGON, }
County of Multnomah. } ss.

I, JOHN D. RYAN, of attorneys for Joy Everett, being first duly sworn, do depose and say as follows:

That the said Joy Everett suffered personal injuries in an automobile accident on the 31st day of October, 1950, on the temporary structure erected by the C. J. Montag and Sons, Contractor, at the east end of the Broadway Bridge in Portland, Oregon.

That the said Joy Everett has retained me to act as attorney for her in the collection of her claim for said bodily injury due to the negligence of the said C. J. Montag and Sons, Contractor.

That for the purposes of prosecuting said claim I have requested and obtained a certified copy of the contract between C. J. Montag and Sons, Contractor, and the Oregon State Highway Department, numbered 3236.

John D. Ryan

Subscribed and sworn to before me, a Notary Public for the State of Oregon, in Portland, Oregon, this 9th day of January, 1952.

George J. Ryan
Notary Public for Oregon.
My Commission Expires: April 31 1950

December 28, 1951

Ryan & Daley
Equitable Building
Portland 4, Oregon

Attention Mr. John D. Ryan

Gentlemen:

On November 15, we forwarded to your office a certified copy of a State Highway Contract No. 3236 as per your request of November 13.

On November 19 we also forwarded some excerpts concerning information required in an affidavit which is needed in this office. To date we have not received this affidavit. The matter, no doubt, has been overlooked, but in as much as we are required by law to secure an affidavit of claim in a request such as yours, will you please forward the affidavit at the earliest possible time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

November 19, 1951

Ryan & Pelay
Equitable Building
Portland 4, Oregon

Attention: Mr. John D. Ryan

Gentlemen:

Your letter of November 16 has been received concerning information necessary in an affidavit requested by us in connection with a certified copy of State Highway Contract 3236 furnished to you on November 15.

Rather than attempt to describe the nature of the information, we have taken the easy course and attached an excerpt from the Oregon Laws which on page 4 states the type of information required.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

...YAN
...Y PELAY, JR.
...N D. RYAN
...OHN M. SMEATON

BROADWAY 6400

RYAN & PELAY
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

November 16, 1951

General
Here's an atty who
doesn't know his law.
send him customary exemption
OKB

State Highway Department
Salem
Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

We have your letter of November 15th with regard to forwarding a certified copy of State Highway Contract No. 3236 as requested in our letter of November 13th.

We will be pleased to make a proper affidavit in order to obtain a copy of this contract, but would appreciate information from you as to the necessary statements to be contained therein.

Your assistance in this regard will be appreciated.

Very truly yours,

RYAN & PELAY

John D. Ryan

JDR:jjg

November 15, 1951

Ryan & Pelay
Attorneys at Law
Equitable Building
Portland 4, Oregon

Attention: Mr. John D. Ryan

Gentlemen:

By separate mail we are forwarding a certified copy of State Highway Contract No. 3236 as requested in your letter of November 13.

When certified copies are furnished, we are required to secure an affidavit from the person to whom the certified copy is sent. We will appreciate receipt of this affidavit as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

...RY, JR.
...RYAN
...HN M. SMEATON

BROADWAY 0493

RYAN & PELAY
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

November 13, 1951

Oregon State Highway Commission
Salem
Oregon

ATTENTION:
Mr. H. B. Glaiseyer, Secretary.

Gentlemen:

On October 8, 1951, we were informed by C. W. Enfield, Assistant Counsel, of your department that a certified copy of state highway commission contract number 3236 regarding bid item number 68, "Providing for Traffic", would be supplied to this office upon our request. We would appreciate receiving a copy of the same.

Your cooperation in this regard is appreciated.

Very truly yours,

RYAN & PELAY

John D. Ryan

JDR:de

RECEIVED
NOV 15 1951
OREGON
STATE HIGHWAY COMMISSION

...TC
...BY SECRETARY

Jerry
...sent him a certified copy
...of the entire contract
...ask him to return it.

RECEIVED
JAN 11 1952
FOR FILING

U 1-306(1)
3234

January 4, 1952

State Highway Commission

Request for extension of time
No. 1
Jan.31 - Feb. 1 meeting.

Gentlemen:

Re: Tillamook Street-Broadway Bridge
Section, Contract No. 3236
C. J. Montag & Sons, Contractor

Herewith application for an additional extension of time from October 31 to and including December 15, 1951, to complete the work on the Tillamook Street-Broadway Bridge Section of the Pacific Highway in Portland. The contract completion date was September 30, 1950. The contract was previously extended to October 31, 1951.

The Interstate Bridge Viaduct is in this contract. The handrail on this viaduct was damaged by traffic after it had been completed and opened to use, and the contractor was issued orders to repair the damage. This time extension is primarily to cover the repair of these damages. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Powers

RECEIVED
JAN 7 1952
FOR FILING

W1-3&4(8)
3236

January 4, 1952

Ryan & Kelay
Equitable Building
Portland 4, Oregon

Gentlemen:

We have your letter of December 31 concerning an affidavit to be sent to this office for a certified copy of State Highway Contract No. 3236 forwarded to you previously.

Please submit the affidavit stating substantially the facts in the case and we believe that our requirements will be satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

ANTHONY PELAY, JR.
JOHN D. RYAN
JOHN M. SMEATON

BROADWAY 0493

RYAN & PELAY
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

December 31, 1951

REFERRED TO
SECRETARY

State Highway Department
Salem
Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

We have your letter of December 28th, and regret that we have not submitted the proper affidavit before this date. We have reviewed the information submitted by your office referring to Chapter 44, Public Contracts and Employment thereunder, and Section 98-205 thereof.

This seems to indicate that a right to a certified copy of the contract is dependent upon the action being taken in the name of the State of Oregon but in the relation of the plaintiff. The provision for our requesting a certified copy of the contract was to obtain information for the institution of suit for personal injuries incurred by our client in an accident on the temporary ramp constructed on the east side of the Broadway Bridge in Portland, Oregon. Since it is not the intention of the plaintiff to take action against the sureties, but directly against the responsible contractor, we are in doubt as to whether we truly qualify thereunder.

In the event that these facts indicate we rightfully are not entitled to a copy of this certified contract, we will be pleased to return the same to your office. Please let us know if this raises a further problem. In the event that an affidavit stating substantially the above facts will satisfy the requirements of this Section, we will supply it.

We are sorry that we have caused you any inconvenience with regard to our delay in answering your former letters.

Very truly yours,

RYAN & PELAY

John D. Ryan

RECEIVED
JAN 4 1952
OREGON
STATE HIGHWAY COMMISSION

JDR:jjh

Form B-1—10M—7-50

21-306(8)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 29, 1951

Section Tillamook Street to Broadway Bridge

Kind of work Structures, Grading & Paving

Highway Pacific West

Section prefix 26-1095

Contractor O.J. Mentzer & Sons

Contract number 5236

Date of contract Sept. 29, 1949

Date of completion Sept. 30, 1950

Date work started Sept. 30, 1949

Estimated date of completion Dec. 14, 1951

Amount of contract $965,911.50

Per cent of time elapsed ____%

Estimated cost of completed project, exclusive of engineering $990,589.61

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $____, ____%

Date project was completed Dec. 14, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Checking quantities for final estimate 60% complete.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

RECEIVED
JAN 2 1952
OFFICE OF
CONSTRUCTION ENGINEER

cc Marshall Dresser, Res. Br. Eng'r.

Signed D.J. Barbee, By: Lloyd P. Shaw

Lloyd P. Shaw, Eng'r. Design.

Address P.O. Box 4699 Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

NOTED
D. LYTLE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41608

RECEIVED
NOV 26 1951
FOR FILING
FORM E-30 25M 11-50 44701

Cross Referenced To:
Maint
Traffic
Bridge
Portland

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 19, 1951

SUBJECT: Interstate Ave. Guard Separation
Tillamook St.-Broadway Bridge

RECEIVED
NOV 20 1951
OREGON
STATE HIGHWAY COMMISSION

To: W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Sometime ago in a discussion of the Interstate Avenue Grade separation structure with Mr. Baldock and yourself, Mr. Baldock suggested that I discuss this problem with Mr. Fowler, Traffic Engineer, and see if something could be worked out that would either eliminate or materially reduce accidents at this location.

I discussed this whole problem to some length with Mr. Fowler and he suggested that we construct a heavy guard or beam inside of the existing curb line. This would be of heavy enough construction so that it would take an impact without causing the serious structural damage that has occurred in some recent collisions. The pattern of accidents appears to be that the vehicle first collides with the west curb line or rail, probably striking a glancing blow. This has usually thrown the vehicle out of control and then it crosses the roadway and hits headon into the east guard rail where most of the serious damage has been done to our structure. I believe that Mr. Fowler's idea that the beam or heavy guard was primarily needed on the east side of the bridge, where these headon collisions have occurred. It was his thought that flex beam type guard rail could be erected on the road side of this heavy guard or beam and this flex beam rail could also be erected on the western side of the road-way.

I had Mr. Barbee's office prepare the two enclosed sketches which show the treatment somewhat in line with Mr. Fowler's suggestion, but with some modifications, which I believe would be of definite help in eliminating or at least holding to a minimum, accidents of this type that have occurred on the structure. You will note in Plan "A" that we have shown a build-up of asphaltic concrete to go on the outside of the super out of distance of approximately 36 inches from the curb line. On the outside of this raised asphaltic concrete pavement we have shown a steel bracket with support and a flex beam type guard rail. We propose to raise the pavement at the inside of the existing curb, a total of 13 inches which will increase the super elevation sufficiently so that a car should be able to go around this curve at an increased speed of 30%. It is not believed necessary to use this on the east side of the road way, although a typical section shows the pavement between Station 302+60 and 303+97. On the right

NOTED
W. C. WILLIAMS

Tracings to Paxson who will furnish prints to Smith & Crandall

gutter line, this pavement is shown on the section from 300/67 to 303/00. It is believed that this raised pavement could start some distance south of the north end of the structure and probably should continue a reasonable distance beyond 303/00 which is the P.C. of the reverse curve.

It would be my recommendation that the flex beam guard rail be installed on the west side of the road way from the north end of the structure to at least 303/50 and possibly to the south end of the structure and that the raised pavement on the west side be started at about Station 301 and be carried to at least Station 303/50. On the east curb line I would not recommend the construction of the reinforced concrete barrier until after we determine that this is necessary. If the raised asphaltic concrete actually corrects the condition that has caused these accidents, it might not be necessary to do anything further on the east side. I do not believe there would be any advantage in putting the raised asphaltic concrete pavement along any portion of the east curb line.

Prints of the enclosed tracing should be sent to Mr. G. S. Paxson, Mr. F. B. Crandall and Mr. H. G. Smith, and we would like to have about four prints of this tracing at this office.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:wmp
Encl.
cc: G. S. Paxson
H. G. Smith
F. B. Crandall
D. J. Barbee

CEIVED
FOR FILING

Cross Referenced To:
Maint
Traffic
Light
Portland

Portland

2441

Salem, Oregon
October 19, 1951

Mr. A. G. Skelton

I have studied your proposed plan of revising the channelization at North Interstate Avenue and North Tillamook Street, as per drawing of D. J. Barbee under date of October 16, 1951, and I find it satisfactory.

You may proceed with the installations indicated, withholding the placement of the jiggle bars west of the Tillamook Street island until further study under traffic conditions.

W. C. Williams

WCW:mc

cc Mr. H. G. Smith

FORM E-20 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 16, 1951

SUBJECT: Proposed Channelization of N.E. Tillamook and Interstate Avenue.

To: W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

In connection with our conversation of yesterday, I am forwarding herewith a plan showing the channelization and signalization of North Interstate Avenue and North Tillamook Street, which was prepared by Mr. Fowler and on which Mr. Barbee has indicated certain modifications.

As I mentioned yesterday, the bus unloading island shown on this map as extending southerly from Tillamook Street is not to be built at this time. Mr. Fowler has indicated that he will try to eliminate this island if possible. Before we started construction, both north and south bound busses stopped at Tillamook. It was necessary to eliminate the south bound stop at Tillamook during construction so that these south bound busses have been and still are stopping at North Albina Avenue. Mr. Fowler has made quite a complete investigation and does not feel that the stop at Tillamook Street is justifiable considering the traffic hazard involved.

Mr. Barbee has indicated the traffic separators now constructed or in the process of construction in lavender. He has also indicated the proposed raised traffic markers just west of the Tillamook Street island. It is his recommendation that these not be installed at the present and the traffic be checked to see if these jiggle bars are needed and they can be installed later if we have trouble controlling traffic at this point.

Will you advise if the above meets your approval.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:wmp
Encl.
cc H. G. Smith
D. J. Barbee

60'

10'

40'

TILLAMOOK ST.

D.

Richfield Service Sta.

10'

31'

N. INTERSTATE

5'

16'

C.H.L.H.

W-W

S

31'

S

2'

12'

D.

4'

S

F.L.

Shell
Service
Sta.

N. TILLAMOOK ST.

60'

40'

10'

10'

W-W

W-W

W-W

W-W

F.L.

F.L.

R=55'

R=55'

S

S

16'

12'

2

D.

D.

D.

Sta.

hell
vice
rd.

27'

R. 1.

C 33'

N. INTERSTATE

10'
3'
5'
16'
15'
5'
8'

Install pedestrian sign

P/L

C.H.Lt.

D.

W-W

S

S

S

31'

2'

12'

4'

F.L.

Proposed Raised Traffic Markers

H.Lt. not to be in

HWY
R.R

R/W

Oregon State Highway Department
PROPOSED TEMPORARY CHANNELIZATION
October 16, 1951 D.J. Barbee - Res. Engr.

W-W

S

31'

S

2'

12'

D.

F.L.

S

S

4'

F.L.

W-W

F.L.

W-W

F.L.

Proposed Raised Traffic Markers

C.H.L.t. not to be installed in present location

C.H.L.t.

Proposed Stripe

BUS ZONE

24'

C.H.L.t.

8'

C.L.

16'

R/W

HWY

R.R.

Oregon State Highway Department

PROPOSED TEMPORARY CHANNELIZATION

October 16, 1951

D.J. Barbee - Res. Engr.

57'

OFL.

24'

Proposed
Stripe

C.H.Lt.

8

C.H.Lt.

16'

Easement Line

HWY
R.R.

PLAN SHOWING

AVE.

14'

14'

14'

14'

56'

63'

P/L

R/W HWY R.R

Oregon State Highway Department
PROPOSED TEMPORARY CHANNELIZATION
October 16, 1951 D.J. Barbee - Res. Engr.

Stripe

Traffic Markers

C.H.Lt.

C.H.Lt.

16'

Easement Line — Hwy R.R.

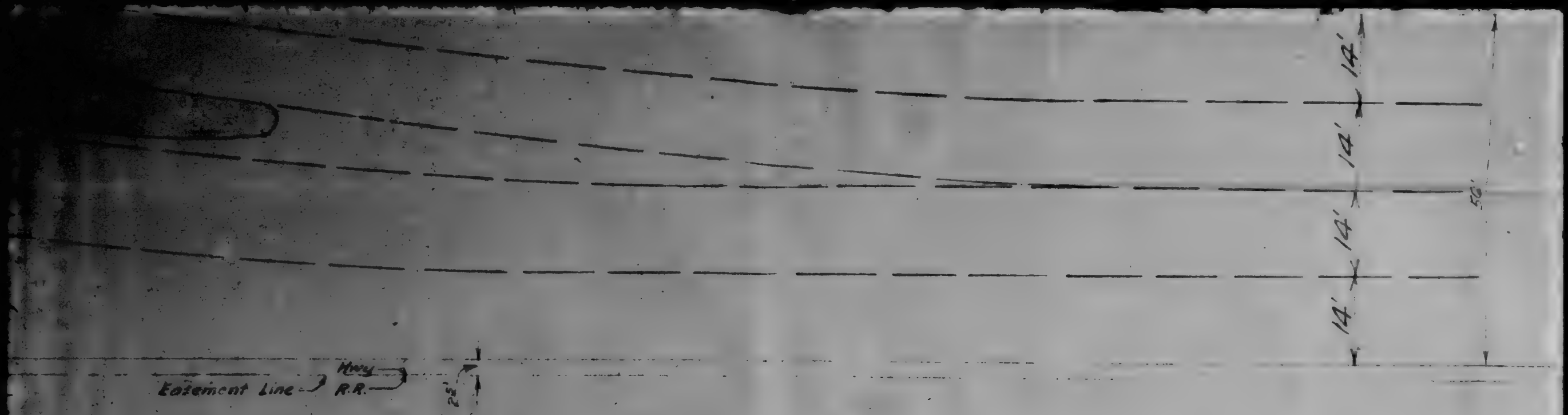
te Highway Department
PORARY CHANNELIZATION
D.J. Barbee - Res. Engr.

APPROVED _____ DATE
CITY TRAFFIC ENG'R.

APPROVED L. L. Apperson DATE 9-25-51
CITY ENGINEER

APPROVED _____ DATE
STATE TRAFFIC ENG'R.

APPROVED _____ DATE
STATE HIGHWAY ENG'R.



PLAN SHOWING CHANNELIZATION AND SIGNALIZATION OF N. INTERSTATE AVE. AND N. TILLAMOOK ST.

CITY OF PORTLA
DEPARTMENT OF P
BUREAU OF TRAFFIC &

ORMOND R. BEAN
F. T. FOWLER

TE

TE 9-26-51

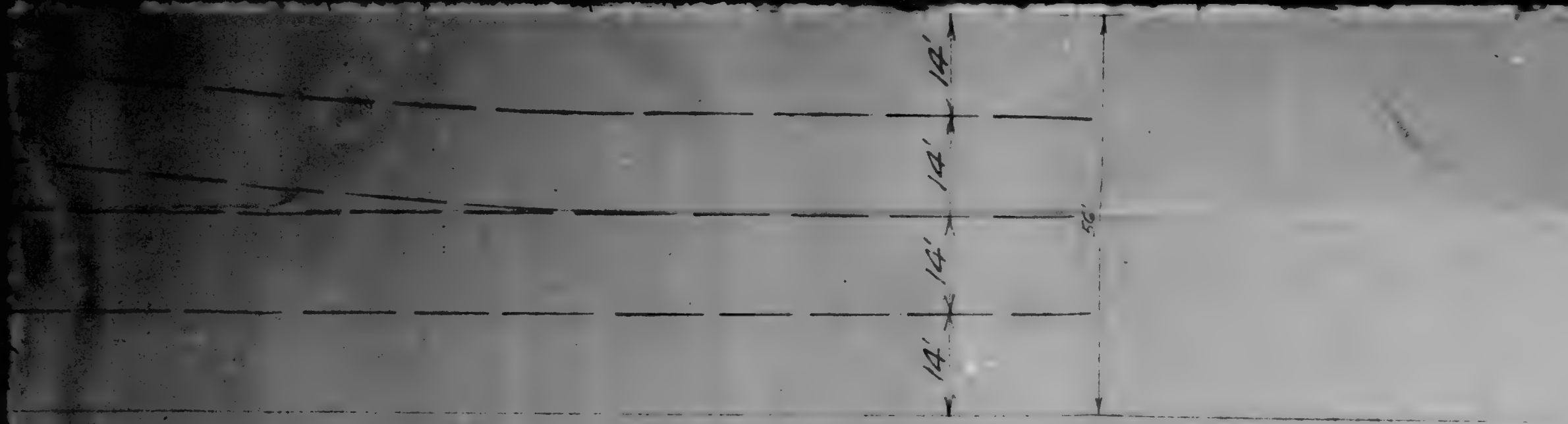
TE

TE

SCALE -

SEPT. —

REVISED 10/



PLAN SHOWING CHANNELIZATION AND SIGNALIZATION OF N. INTERSTATE AVE. AND N. TILLAMOOK ST.

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC SAFETY
BUREAU OF TRAFFIC & TRANSPORTATION

ORMOND R. BEAN — COMMISSIONER
F. T. FOWLER — TRAFFIC ENGINEER

SCALE — 1" = 20'

SEPT. — 1951

REVISED 10/10/51

O 703-6

RECEIVED
FEB 9 1951
FOR FILING

#2941

Salem, Oregon
January 29, 1951

Signals and Channelization
Interstate and Tillamook

Mr. A. G. Skelton

Regarding the above subject and your letter of January 18, I believe the revisions as suggested by Mr. Barbee and as contained on the revised vellum tracing are in order, and you have the approval of this office. Please contact Mr. Fowler and get his reaction and approval of the minor revisions. Presuming his concurrence in the changes, you may proceed with the construction. I am mailing to you, under separate cover, six prints of the revised plan as per your request.

Regarding the signal work, it is true we have no formal agreement covering the installation of signals; however, as you know, it is our usual practice to make such installations on a fifty-fifty basis. In lieu of such formalized agreement, I think the work can be split up in such manner as to proximate a fifty-fifty sharing of costs, if we care for installation of conduit and even go so far as to pour the pole bases with anchor bolts for the signal poles. If we did this portion of the work, Mr. Fowler could handle the remainder of the work by way of poles, signal equipment, controller, detector, etc., as necessary to the completed job, and stand the expense thereof. This would constitute the City's participation. You might discuss this proposition with Mr. Fowler, and, if he is agreeable, proceed with handling our end--conduit, pole bases, and anchor bolts, by price agreement.

Further, if the foregoing arrangement is satisfactory to Mr. Fowler, I would suggest that at the time of laying the conduit and pouring of pole bases and anchor bolts, a close liaison be maintained with Mr. Fowler's office, in that he will have to do the finishing up of the job with respect to the signals.

W. C. Williams

cc Mr. F. B. Crandall
Mr. G. S. Paxson
Mr. H. G. Smith

RECEIVED
FEB 9 1951
FOR FILING

2441

Salem, Oregon
January 29, 1951

Signals and Channelization
Interstate and Tillamook

Mr. A. G. Skelton

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Further, if the foregoing arrangement is satisfactory to Mr. Fowler, I would suggest that at the time of laying the conduit and pouring of pole bases and anchor bolts, a close liaison be maintained with Mr. Fowler's office, in that he will have to do the finishing up of the job with respect to the signals.

W. C. Williams

cc Mr. F. B. Crandall
Mr. O. S. Paxson
Mr. H. G. Smith

...ENT No. [illegible]
...ary 17, 1951 By [illegible]

Description: A. G. Skelton's letter of January 18 in duplicate, Mr. Barbee's letter of January 15, drawing and tracing showing minor modification of channelization of intersection of North Interstate Avenue and Tillamook St. (our file attached)
Acknowledged by _____ Referred to Crandall

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature
_____

Assignment executed 1-25-51 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 8-50 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
January 18, 1951

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of September 12 you wrote concerning a letter from F. T. Fowler, Traffic Engineer of Portland, regarding certain revisions suggested in the channelization of the intersection of North Interstate Avenue and Tillamook Street. You advised that while no agreement had been made with the City as to participation in costs of the signals and channelization we were authorizied to proceed with the construction of the islands as indicated on the plans submitted by Mr. Fowler.

I am submitting herewith a copy of a letter dated January 15 from D. J. Barbee together with a tracing showing a minor modification of Mr. Fowler's plan. Mr. Barbee mentions these minor changes in his letter and it is believed that this modification would benefit traffic flow. If this meets with your approval we would like to go ahead on the construction of these islands as indicated by this plan and would like to have about six prints of this tracing.

In regard to the participation in the cost, you will note that Mr. Barbee has discussed this with Mr. Fowler and you will note that Mr. Fowler is willing to furnish the necessary poles and traffic lights and that he could have his crew install the conduits if necessary. I believe that it would be more satisfactory to have the conduits installed by our contractor on the basis of a price agreement which could also include additional reflectorized curb markers.

Will you advise if this would be satisfactory or if agreement with the City in participation of cost is needed.

Very truly yours,

A. G. SKELTON
Division Engineer

Print made of tracing (attached) and tracing filed by Examiner's Office

AGS:mjl
Encl.
CC: Mr. G. S. Paxson
Mr. H. G. Smith

FORM E-20 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 15, 1951

SUBJECT: Islands at Tillamook and Inter-State, contract 3236

To: Mr. A. G. Skelton
Division Engineer
Portland, Oregon

Dear Sir:

Am submitting herewith a white print and a velum tracing of proposed islands at Tillamook Street and Interstate Avenue on the Tillamook Street to Broadway Bridge project, contract 3236.

The white print was prepared by Mr. Fowler, City of Portland Traffic Engineer. This plan was presented to the Salem office by Mr. Fowler and accepted as per letter by Mr. W. C. Williams of Sept. 12, 1950. The velum tracing was prepared in this office and is the same basic design but with a slightly changed alignment on the center island south of Interstate. I believe the alignment of this island as changed is to be perferred as it forces traffic northbound on Interstate to the right a little sooner and has traffic headed parrallel to Interstate by the time they get to the signals at Tillamook St.

Mr. Williams letter stated we would go ahead with the island construction but that no agreement had been made with the City as to participation in the costs of signals and channelization. Mr. Fowler has stated that he had expected to furnish the necessary poles and traffic lights but could have his crew install the conduits also if we could not do so. I beleive it would be preferable to have our contractor install the conduits than to depend on the City crew getting them installed when our contractor is ready for them. The present conduit work is on a lump sum bid and any additional work on conduits would require a price agreement. There will also be additional reflecterized curb markers to install which will require a price agreement. The pole bases could be poured latter by the City.

Would suggest that the plan desired be decided on and a decision be reached on amount of work to be done by the present contractor.

Very truly yours,

D. J. Barbee
Resident Engineer

cc

RECEIVED
SEP 13 1950
FOR FILING

Salem, Oregon
September 12, 1950

Mr. A. G. Skelton

I attach hereto a letter from F. T. Fowler, Traffic Engineer of Portland, and a print indicating revisions to be made in the channelization of the intersection of North Interstate Avenue and Tillamook Street. We have checked Mr. Fowler's plan and consider it satisfactory.

We have made no agreement with the City as to participation in costs of the signals and channelization, but you may proceed with the construction of the islands as indicated by the attached plan.

W. C. Williams

WCW:ms

Encl.

cc Mr. Fred T. Fowler
Mr. O. S. Pearson

...NT OF PUBLIC SAFETY

DOROTHY McCULLOUGH LEE
MAYOR

BUREAU OF TRAFFIC & TRANSPORTATION

FRED T. FOWLER
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON

September 8, 1950

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Baldock:

I am transmitting under separate cover three prints of a proposed revision of the channelization of the intersection of N. Interstate and Tillamook St.

This plan has been prepared in order to care for the loading of busses and also to care for the installation of semi-actuated signals for traffic entering and leaving N. Tillamook St.

It is important that this plan be considered before any construction at that intersection would interfere with these essential changes.

Yours very truly,

F. T. Fowler

F. T. FOWLER
Traffic Engineer

FTF:VFJ

RECEIVED
SEP 11 1950
OREGON
STATE HIGHWAY COMMISSION

N. TILLAMOOK ST

Intersiate Ave & Tillamook St.

Pacific Highway West
Tillamook St - Broadway Bridge Section

Provision of City Plan

Extg. Island (Constd. by City of Portland)

N. TILLAMOOK ST.

D.

12'

2'

31'

S

S

D.

N-W

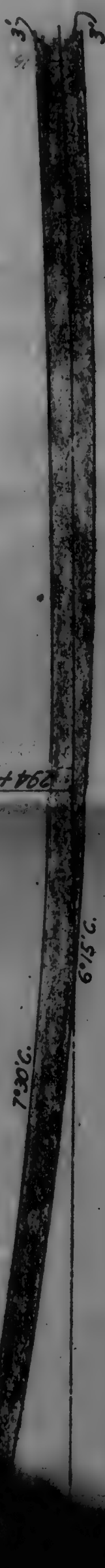
N-W

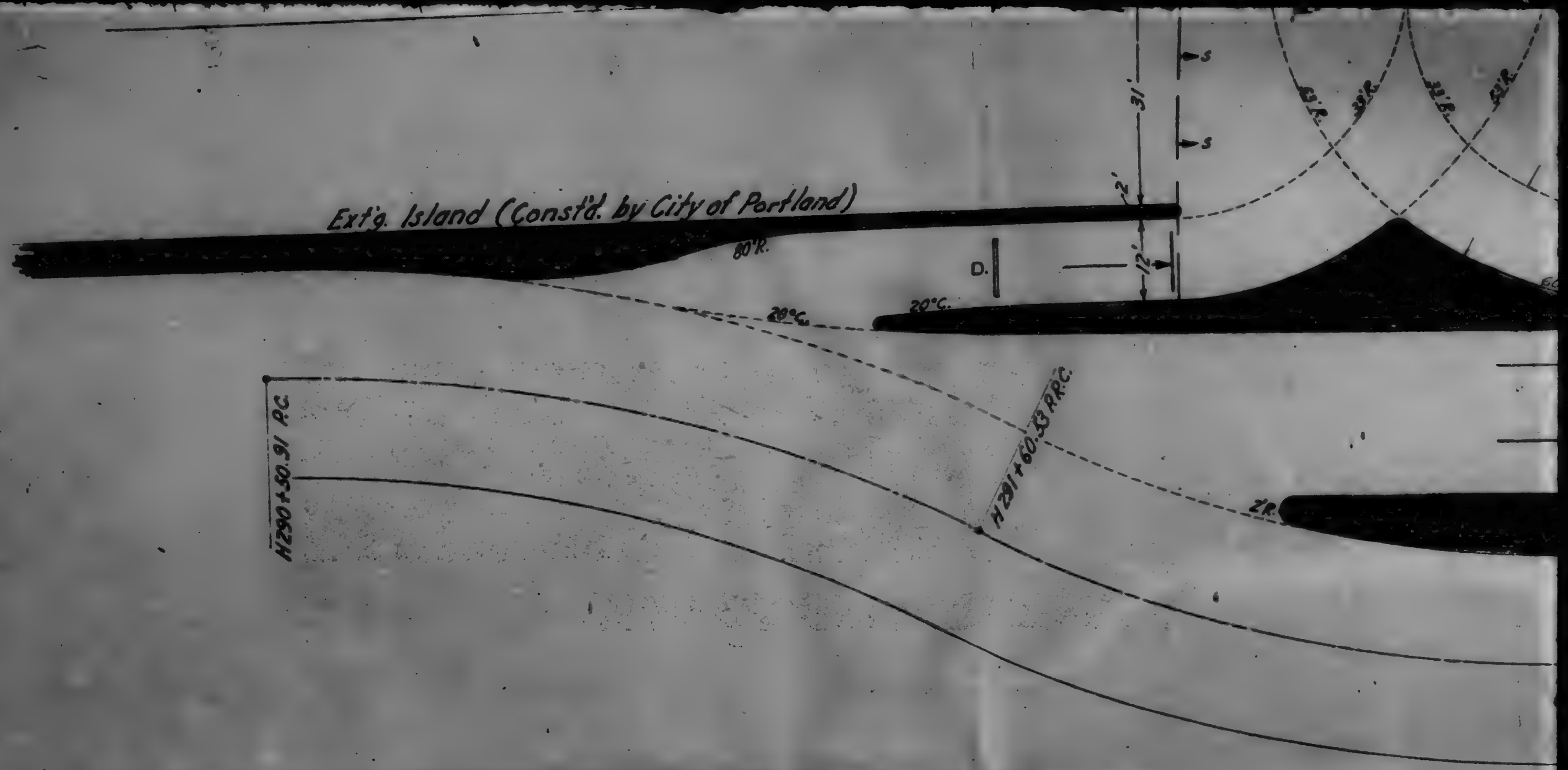
N-W

2.51.9
7.30.C.
2.51.9
7.30.C.
294+96.91 P.S.

proposed island & right Intersection of Hillsborough St. & Broadway Bridge section Hillsborough St. at Broadway Bridge section Looking East

Portion Highway West





OREGON STATE HIGHWAY DEP'T.

PROPOSED CHANNELIZATION AND SIGNALIZATION OF

N. INTERSTATE AVE. & N. TILLAMOOK ST.

Scale 1"=20' Nov. 29, 1950.

D.J. Barbee - Res. Eng.

ty of Portland)

80'R.

D.

20°C.

20°C.

60°C.

7°30' C.

6°15' C.

31'

12'

2'

12'

2'

24'

16'

15'

S

S

S

S

H 291+60.33 R.P.C.

Z R.

H 292+55.

TE HIGHWAY DEP'T.
ATION AND SIGNALIZATION OF
AVE. & N. TILLAMOOK ST.
Nov. 29, 1950.
bee - Res. Eng.

N 292+33.

15' 16' 24' 2' 12'

2.5%

7.3%

6.1%

2.5%

294+96.91 P.S.

Proposed Highway West

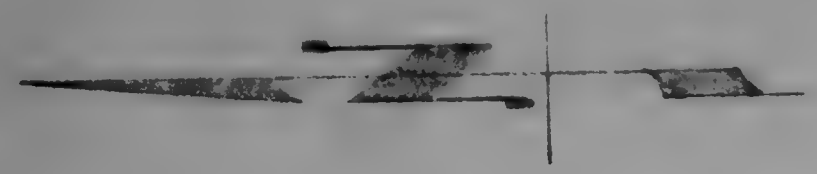
Proposed Bridge Section at 294+96.91 P.S.

Williamook Bridge Section at Broadway

294+96.91 P.S.

6°15'C.

7°30'C.



60'
40'
10'
N. THLAMOOK ST.
Richfield Service Sta.
D.
W W
S
31'
S
10'
31'
N. INTERSTATE
Existing Island Constld. by City of Portland
5'
16'
15'
2'
12'
D.
F.L.
S
S
O.F.L.
27'

60'

40'

10'

10'

N. TILLAMOOK ST.

Richfield Service Sta.

Shell Service Sta.

D.

D.

W-W

W-W

S

S

R=55'

R=55'

31'

31'

2'

12'

F.L.

F.L.

S

S

W-W F.L.

6'

57'

58'

S

Hand

Shell
Service
Sta.
57'

R. 1 W.
C.3.F.

N. INTERSTATE

Existing Island Constd. by City of Portland

10'

31'

5'

16'

15'

5'

6'

P/L

C

W W

S

S

31'

12'

12'

D.

F.L.

S

F.L.

S

O F.L.

25'

BUS 7

O F.L.

R/W

HWY

R.R

W-W

W-W

S

S

R=55'

R=55'

31'

31'

2'

F.L.

S

D.

12'

S

O.F.L.

W-W F.L.

6'

57'

27'

58'

S

S

BUS ZONE

O.F.L.

W-W

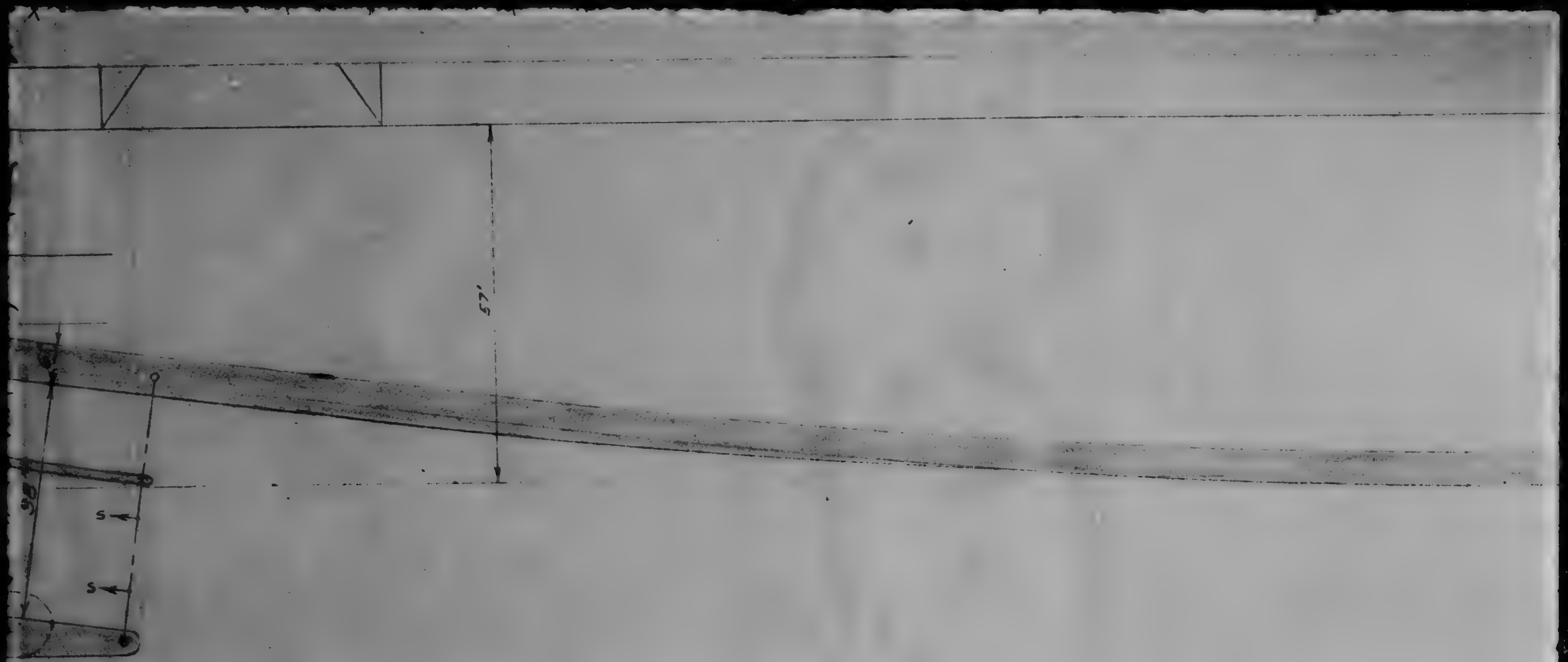
16'

15'

Easement Line

Hwy

R.R.



PLAN SHOWING
CHANNELIZATION

AVE.

PLAN SHOWING

CITY OF PORTLAND, OREGON

15'

5'

6'

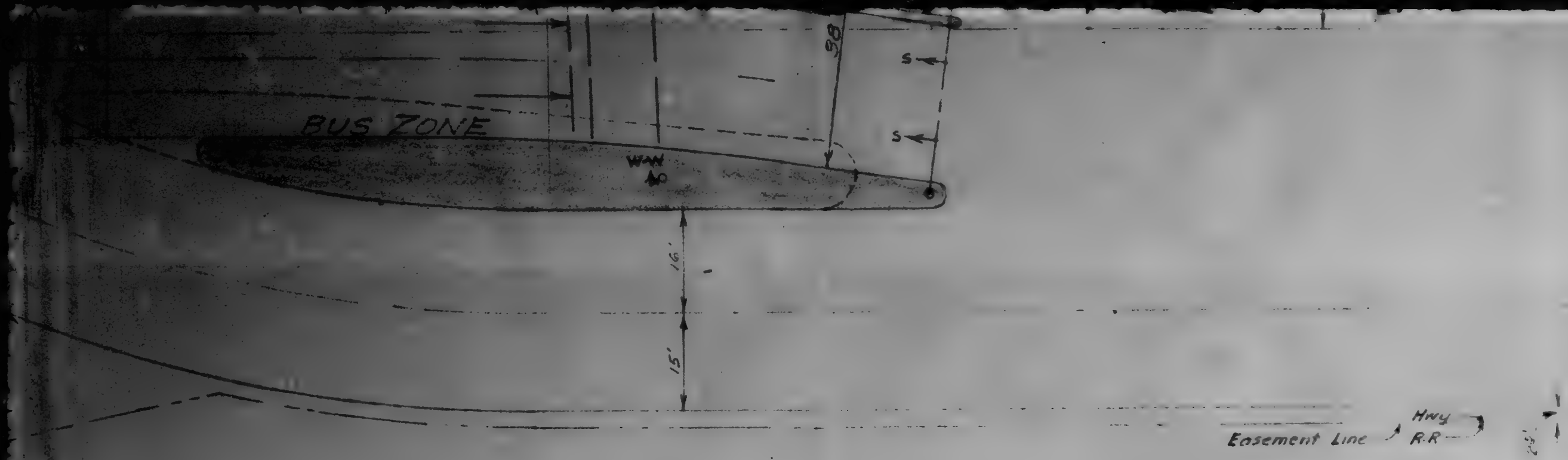
P/L

28'

RUS

O.F.L.

HWY
R.R
R/W


BUS ZONE
WAN
40
38
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16'
15'
Easement Line
Hwy
R.R

Easement Line — Hwy / R.R.

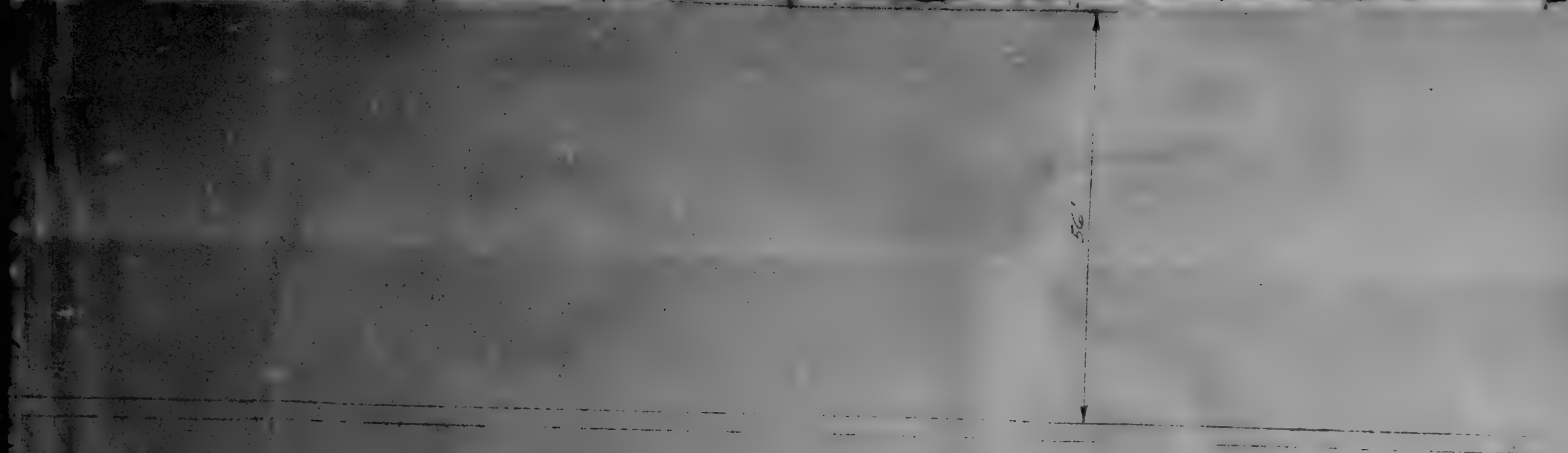
PLAN SHOWING CHANNELIZATION AND SIGNALIZATION OF N. INTERSTATE AVE. AND N. TILLAMOOK ST.

CITY OF PORTLAND
DEPARTMENT OF PUB
BUREAU OF TRAFFIC & T

DOROTHY McCULLOUGH LE
F. T. FOWLER T

SCALE – 1"

AUGUST, 1



PLAN SHOWING CHANNELIZATION AND SIGNALIZATION OF N INTERSTATE AVE. AND N. TILLAMOOK ST.

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC SAFETY
BUREAU OF TRAFFIC & TRANSPORTATION

DOROTHY McCULLOUGH LEE — MAYOR
F. T. FOWLER — TRAFFIC ENGINEER

SCALE — 1"=20'

AUGUST, 1950

O 703-6

RECEIVED
SEP 5 1951
FOR FILING

UI - 306 (E)

3236

September 4, 1951

C. J. Montag & Sons
317 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 20, 1951, had under discussion your request for an extension of time of 92 days, from August 1 to October 31, 1951, within which to complete your contract No. 3236 for structures, grading and paving on the Tillamook St.-Broadway Bridge Section of the Pacific Highway West in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation to the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Shelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Parson,
Bridge Engineer

NOTED ON CARD

RECEIVED
AUG 14 1951
FOR FILING

UI 3066
3236

August 10, 1951

Request for extension of time
No. 5
August 20 and 21 meeting

State Highway Commission

Gentlemen:

Re: Tillamook Street-Broadway Bridge
Section, Contract No. 3236
C. J. Hoving & Sons, Contractor

Herewith a request from C. J. Hoving & Sons, contractor for the Tillamook Street-Broadway Bridge Section, for an extension of time from August 1, 1951 to October 31, 1951 for the completion of the work on this project. This is a second extension and is requested so that the pavement of the approach roadways can be done at the same time that the paving of the adjoining contract, from the Steel Bridge to the Broadway Bridge, is done. This will enable the contractor to use machine-finishing methods and will result in a better riding surface on the pavement.

It is recommended that the extension be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

CSP:gm
cc H. B. Olmsyer
R. H. Baldock
W. C. Williams
C. S. Paxson

RECEIVED
JUN
FOR FILING

UI-306(8)
3236

June 21, 1951

Mr. O. G. Falk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Tillamook Street-Broadway Bridge Section
F.A.P. Oregon UI-306(8)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 22 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

dm
cc G. S. Paxson
C. A. Gardiner

RECEIVED
APR 25 1951
FOR FILING

U.I-306(8)
3256

April 25, 1951

Mr. L. G. Appersen
City Engineer
Portland, Oregon

Dear Sir:

There has been referred to me your letter under date of March 12, addressed to Mr. A. G. Skelton, in which you advise that it is your opinion that the State or highway contractor should pay $9,200.24 as additional cost incurred by the General Construction Company on its Portland sewage disposal project between the Broadway Bridge and Interstate Avenue.

I have had a careful investigation made of this matter, and it is my unqualified opinion that neither the State Highway Department nor its contractor is in any way responsible for the alleged additional cost to the sewer contractor. In the first instance, I cite to you the fact that this right of way was acquired by the State Highway Commission and the City of Portland solely for right-of-way purposes and not for a sewer right of way. Second, the fact that the sewer was located on this right of way, and the manner in which the work was done, have caused very material interference to the construction of the highway project. Third, our records show that when we had excavated the footing adjacent to the sewer, we found that the material had been disturbed for a considerable distance beyond the neat line of the sewer and that it was no longer advisable to rest the footing on this material. It therefore became necessary to carry the foundations down to a point below which the material was firm. When this decision was made, our contractor contacted Mr. A. J. Chaff, a representative of the sewer contractor, and arranged with him to have shoring placed inside the sewer tunnel to guard against failure of the lagging while the excavation was going on. The sewer contractor did not carry out this arrangement and no additional bracing was placed. The lagging of the sewer trench at this point failed on the night of November 17. On November 21 excavation was started at an adjacent bent, but was stopped on November 22 because of possible danger to the sewer lagging. At that time our contractor again requested the sewer contractor to brace his tunnel lagging on the inside to guard against this danger. Again the sewer contractor failed entirely to cooperate, and no bracing was placed.

Excavation was resumed on November 28 and another cave-in occurred at that time. In order to complete his work, our contractor cleaned up the material from this cave-in and went ahead with the placing of concrete in the footings and columns. The sewer contractor, however, did nothing whatever to protect the excavation slopes, and other slides occurred which caused considerable damage. As late as January 4, 1950, a cave-in of the sewer trench, two spans south of the bent which we were required to leave, occurred exposing the foundation piles supporting the footing. It finally became necessary for us to remove this footing and carry it down below the slide elevation.

It is certain, from the record, that no claim could be sustained by the City or its contractor against the State's contractor or the State, while, on the contrary, it seems that the claim may be on the other foot.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:RHB:mo

cc Mr. W. C. Williams
Mr. G. S. Pearson
Mr. A. G. Skelton

FORM E-80 25M 2-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1951

SUBJECT: Tillamook Street-Broadway Bridge Section

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Attached hereto is a file concerning a claim from the General Construction Company, contractor on the interceptor sewer which passes through the Tillamook Street-Broadway Bridge Section of Harbor Drive. This file consists of a letter of transmittal by Mr. A. G. Skelton, a letter from L. G. Apperson, city engineer of Portland, and a report from Marshall Dresser, resident engineer on the bridge, supported by a letter from C. J. Montag and Sons, contractor on the highway project.

Mr. Apperson states that additional cost to the General Construction Company on the sewer work in the amount of $9,200.24 was caused by our contractor not properly supporting the existing structures, meaning the sewer, before making his excavation.

In the first place, the right of way on which both these projects are situated was purchased for the highway project, and the State has paid 40 percent of the cost. The fact that the sewer was located on this property and the manner in which the work was done has caused us very considerable additional cost and has also caused our contractor considerable loss in delay and inconvenience in doing his work. Our contractor has not yet made claim for additional compensation because of this interference, but I anticipate that a claim will be made when the job is complete. It seems to me that if anyone has a claim against anyone else, the State has against the city and the city's contractor for the way in which this work was handled.

~~As to the specific claim advanced by Mr. Apperson,~~ " our records show that, when we had excavated the footing adjacent to the sewer, we found that the material had been distributed for a considerable distance beyond the neat line of the sewer and that it was no longer advisable to rest the footing on this material. It therefore became necessary to carry the foundations down to a point below which the material was firm. When this decision was made, our contractor contacted Mr. A. J. Cheff, a representative of the sewer contractor, and arranged with him to have shoring placed inside

the sewer tunnel to guard against failure of the lagging while the excavation was going on. The sewer contractor did not carry out this arrangement and no additional bracing was placed. The lagging of the sewer trench at this point failed on the night of November 17. On November 21 excavation was started at an adjacent bent, but was stopped on November 22 because of possible danger to the sewer lagging. At that time our contractor again requested the sewer contractor to brace his tunnel lagging on the inside to guard against this danger. Again the sewer contractor failed entirely to cooperate, and no bracing was placed.

Excavation was resumed on November 28 and another cave-in occurred at that time. In order to complete his work, our contractor cleaned up the material from this cave-in and went ahead with the placing of concrete in the footings and columns. The sewer contractor, however, did nothing whatever to protect the excavation slopes, and other slides occurred which caused considerable damage. As late as January 6, 1950, a cave-in of the sewer trench, two spans south of the bent which we were required to lower, occurred exposing the foundation piles supporting the footing. It finally became necessary for us to remove this footing and carry it down below the slide elevation. //

In so far as I can learn, our contractor did everything that could reasonably be expected of him in protecting the sewer contractor's work. We received almost no cooperation from the sewer contractor, and had he prosecuted his work with any reasonable carefulness, I am sure that most of the trouble could be avoided. I would not recommend that we allow any part of this claim.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

FORM S-80X 2M 8-49 34160

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 16th, 1951

SUBJECT: Sewer Tunnel
Tillamook St.-Broadway Bridge

To: Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith original copy of a letter dated March 12, 1951 from L. G. Apperson, City Engineer of Portland, advising of additional cost to the General Construction Company to reconstruct a section of their sewer tunnel where this sewer tunnel goes under the Tillamook Street structure on the Broadway Bridge-Tillamook Street project. You will note that Mr. Apperson requests that the State or our contractor pay the additional cost to the General Construction Company, due to the difficulty they experienced at this location.

I forwarded a copy of this letter to Marshall Dresser, Resident Engineer in charge of this project, with a request that he submit a complete report on the entire matter, and I am enclosing herewith Dresser's letter of April 16th, together with copy of a letter dated April 12th from C. J. Montag and Sons, our contractor on this project.

Dresser has covered the entire matter in quite complete detail, and it would appear from both his report and from Montag's letter that our contractor did everything possible, both to protect his own work and that of the City's contractor, the General Construction Company, but that the City's contractor apparently completely failed to cooperate, and made no effort to protect his work from the damage that resulted. This lack of adequate protection on the part of the City's contractor not only damaged their operations, but also resulted in considerable damage to ours, causing material additional expense, both to our contractor and to the State.

It would be my recommendation that the City's claim be rejected. I presume you will answer Mr. Apperson's letter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Marshall Dresser
D. J. Barbee

FORM E-20 SSM 1-49 20069

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 16, 1951

SUBJECT: TILLAMOOK STREET - BROADWAY BRIDGE
26-1095

To:

Mr. A. G. Skelton, Division Engineer,
Oregon State Highway Commission,
Portland 2, Oregon.

Dear Sir:

In response to your request for a report on Mr. L. G. Apperson's letter of March 12th, 1951 regarding claim for additional cost to General Construction Company for reconstruction of a section of their sewer tunnel under the Interstate Avenue Grade Separation, I submit the following:

On November 9th, 1949 foundation pile driving and exploration disclosed the fact that piling could not be driven in Interstate Avenue Grade Separation bents No. 17, 18, 19 left, 20 and 21 right and left, and 22 right. On November 15th, 1949 Mr. Stephenson was here and our contractor was instructed to delete piles from the above footings, to excavate to gravel and found concrete footings thereon.

In this vicinity the City intercepter sewer passes under the structure just to the east of bent 21 left footing, between bent 22 footings and to the west of bent 23 right footing.

During the period November 16th to November 23rd our Contractor completed excavation for and concreted six of the above mentioned eight footings, leaving the footings for bents 21 left and 22 right incomplete. Excavation work for bents 21 left and 22 right footings was performed on November 16th and 17th, and during this time it was discovered that the sewer tunnel excavation adjacent to bent 22 right footing was wider than the neat line of sewer concrete.

Suitable founiation material for this footing was encountered at approximately elevation 49.5 and that elevation could have been used if the sewer excavation had not been so close to the bridge footing. The sewer excavation also disturbed adjacent material to some extent and had the higher bridge foundation elevation been used a portion of the bridge load would, no doubt, have been transmitted to the arched section of the sewer creating a most undesirable condition.

Also during excavation for this footing the sewer tunnel lagging was exposed and during the night of November 17-18 the tunnel lagging failed and the cut bank caved into the tunnel.

On November 18th I reported the cave-in and foundation conditions to Mr. Stephenson by telephone and also instructed our contractor to excavate deeper so as to found the bridge footings along side the vertical section of the sewer and not transmit any vertical load to the sewer.

In making excavation at this point C. J. Montag & Sons did not build a cofferdam, because there was no room to place it between the tunnel lagging and the footing excavation. However, Mr. C. C. Montag informs me that he did request the sewer contractor to cooperate with him to the extent of placing some bracing inside of the tunnel lagging so as to prevent failure due to unbalanced load when earth was removed for the footing excavation adjacent to the sewer tunnel.

The sewer contractor did not cooperate in any manner.

No excavation was done at bent 22 right on November 18th, but excavation was resumed on Monday, November 21st and was again stopped on November 22nd because of sand caving away from the sewer lagging; at which time Mr. Montag states he again requested the sewer contractor to brace his tunnel lagging on the inside. No bracing was done.

On November 23rd footings for bents 17, 18, 19 left, 20 right and left and 21 right were concreted.

Thursday, November 24th was Thanksgiving Day and no further work on structures was done until Monday, November 28th. On that day material adjacent to bent 21 left excavation caved into the sewer tunnel. Also on that day I conferred with Mr. Geo. Marr, Supt. for C. J. Montag & Sons, and a foreman on the sewer work.

The result of this conference was, that due to the numerous slides and resultant failure of tunnel lagging, C. J. Montag & Sons would clean up the various slides, complete their excavation, concrete their footings and columns, and backfill to get our of the way of sewer work.

On November 28th and 29th Montag completed excavation, formed and poured the footings for both bent 21 left and 22 right at elevation 47.0, which elevation is about three feet above flow line and not at the bottom of the sewer as stated in Mr. Apperson's letter of March 12th, 1951.

On November 30th and December 1st our contractor formed these two columns and on December 2nd concreted them up to elevation 63.5, which is about eleven feet above the top of the sewer. Also on December 2nd the footings for bents 22 left and 23 right were concreted on foundation piling as origionally planned.

On December 6, 7, and 8, 1949 C. J. Montag & Sons, at their own expense, removed all slide material from the sewer tunnel area at bent 21 left and 22 right, as agreed on November 28th; but the sewer contractor did nothing to preserve the work so more earth caved into the sewer area, this time nearly to the left footing of bent 22.

On December 9th I reported this matter to you by telephone and I believe that ywu called Mr. Apperson who suggested that we take it up with his resident engineer, Mr. Dan Currin. In accordance with that suggestion I contacted Mr. Currin at the job site that day. Messers C. C. Montag and D. J. Barbee were also present. Mr. Montag maintained that he had been put to considerable expense removing the slides, had received no cooperation and would not be held further responsible.

Later that same day I tried to contact Mr. Otto Hermann of General Construction Co., but was unable to do so.

On December 12th Mr. Barbee telephoned me to report that Mr. Apperson had stated that the City would pay its contractor for open trench sewer excavation within the bent 21-22 slide area and on that day I conferred with Messers Dan Currin, C. C. Montag, and Otto Hermann. Mr. Currin confirmed the above report and Mr. Hermann stated that he would see when he could get at the work and report.

On December 16th Mr. Geo. Marr reported to me that there was a job report to the effect that General Construction Co. did not intend to do anything in bent 21-22 slide area until they started open trench excavation in the area north of Broadway; and I have no record of any further work being done in the slide area until December 27th, when the General Construction Co. started to re-excavate the area due to slides which had occurred after C. J. Montag & Sons had cleaned it out.

The method used to prepare the area for sewer construction consisted of excavating to the sewer grade then placing a roofed cofferdam and backfilling over it. This work progressed intermittently until January 16th, 1950, when excavation was completed and the last section of cofferdam was placed.

In doing this work the General Construction Co. exposed more of their tunnel lagging which failed as it had in the first instance, and caused more slides.

Mr. Apperson states in his letter that the extra expense for which they are making claim was caused by the State's contractor not supporting existing structures before making his excavation. Please note that the General Construction Co. method made no provision for protection of existing tunnel lagging but that they completed excavation before placing the cofferdam. Hence, the only purpose which the boxlike cofferdam served was for the protection of workmen against future slides.

On January 6th, 1950 a slide extended to bent 23 right, and exposed the foundation piles supporting the footing and I found it necessary to have our contractor barricade a portion of Interstate Avenue for the protection of traffic.

On January 9th I conferred with Otto Hermann of General Construction Co., A. J. Cheff, tunnel subcontractor, Geo. Marr, Supt. for C. J. Montag & Sons, Dan Currin, City Resident Engineer, Messers Jones, Montgomery, and Hart, of the State Industrial Accident Commission, and D. J. Barbee on procedure and safety at the slide area.

Mr. Hermann and the Accident Commission representatives wanted bent 23 right footing and foundation piles removed so that the slide slopes could be flattened. I granted permission for this provided that the State suffered no expense for the removal. I also informed our contractor that I would include in his pay quanities the necessary additional excavation and concrete to rebuild the footings on gravel foundation at a lower elevation.

C. J. Montag & Sons endeavored to protect the slide slope and at the same time save the footing by holding it in place with a tight line from their motor crane until January 11th, when a further slide undermined the foundation piles. At their own expense they then removed the footing and piling.

As stated above the last section of cofferdam was set on January 16th, 1950, and the sewer construction then apparently proceeded without incident until February 15th, 1950 when the last sewer concrete in the slide area was placed.

From the above it appears that all interested parties were given ample notice; that the sewer contractor and the City were offered and received adequate cooperation, but made little or no effort to cooperate themselves. This resulted not only in making the work more extensive and expensive than necessary for the sewer contractor, but also caused our contractor considerable expense and no little delay.

To this report I am attaching a letter from C. J. Montag & Sons setting forth their version of the matter.

Very truly yours,

Marshall Dresser

MARSHALL DRESSER
Resident Bridge Engineer

MD/md

c/c G. S. Paxson
Bridge Engineer

D. J. Barbee
Resident Engineer

April 12, 1951

Oregon State Highway Commission
Salem, Oregon.

Re: Tillamook Street-Broadway Bridge
section of Pacific Highway west
Contract No. 3236

Gentlemen:

The following is our record of the ~~sewer~~ cave-in on the above-described contract:

About November 16, 1949 we were down to solid gravel with the hole and we dug down to expose the tunnel lagging. At that time, L. L. Mace, our excavating foreman, contacted the tunnel subcontractor, Mr. A. J. Cheff, and made arrangements for Mr. Cheff to go inside his tunnel lagging and cross-brace it so it could stand being exposed on one side.

At the same time we moved our excavating equipment out and proceeded in other areas as far as we could go. When we had exhausted other places to work and came back to the hole, we found that Mr. Cheff had done nothing to shore up his tunnel. We proceeded to excavate and there was a cave-in due to the fact that the original tunnel lagging had not been reinforced.

After the cave-in occurred we made arrangements on November 28, 1949 with Mr. Cheff that we would clean up said cave-in so he could lag up behind us. On December 6, 7 and 8, 1949 we cleaned out the excavation and have pictures to prove it.

Mr. Cheff made no effort at any time to co-operate with us. So after cleaning out the tunnel in preparation for his work, we washed out hands of the whole affair.

Very truly yours,

C. J. MORTAG & SONS

By—

CCM/jk

illiam A. Bowes
missioner
PARTMENT OF PUBLIC WORKS

A. D. Vance
Assistant to Commissioner

L. G. Apperson
City Engineer

CITY OF PORTLAND
OREGON

March 12, 1951

C
O
P
Y

A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

On October 21, 1949 General Construction Company, contractors on the East Glisan-Greeley Unit of the Portland Sewage Disposal Project began excavating a shaft between Broadway Bridge and Interstate Avenue for the construction of a sewer tunnel under N. Interstate Avenue. The sewer tunnel had been located with the cooperation of your field engineers and the highway contractor to clear the piling supporting the footings under the highway structure. The footings in question were above the sewer structure. This end of the sewer tunnel was excavated on November 22, 1949. On November 28, 1949 the side of the sewer tunnel caved in where it had been exposed by the operations of the highway contractor. The depth of the footings under the highway structure had been lowered to the bottom of the sewer without any notice being given to this office or the sewer contractor of this change in the highway design.

The additional cost to the General Construction Company to reconstruct this section of the sewer tunnel was $9,200.24. We feel that either the State or the highway contractor should pay this expense as it was undoubtedly caused by the state contractor not properly supporting existing structures before making his excavation.

Yours very truly,

L. G. APPERSON (sgd.)

City Engineer

DC:S

RECEIVED
APR 24 1951
FOR FILING

UI-306(8)
3236

Salem, Oregon
April 20, 1951

Mr. F. B. Crandall

Reference is made to your report of March 30 relative to the structure carrying southbound traffic from Interstate Avenue over Harbor Drive, Portland.

I will take the items up in numerical order:

1. The matter of illumination is the responsibility of the City, and I shall take this matter up with the City direct to see if it will not speed up the installation of the luminaire units.

2. It is requested that you prepare a State Force Order on Contract Projects and proceed immediately with the installation of the plastic lane markers, which you estimate to cost between $250 and $300. Please proceed immediately with all additional signing that you deem necessary to hold down speed to a point where hazardous conditions can be eliminated.

W. C. Williams

WCWims

cc Mr. A. G. Skelton

RECEIVED
APR 20 1951
FOR FILING

HL-306(R)

3256

April 19, 1951

Mr. Fred T. Fowler
Traffic Engineer
City of Portland
Portland 4, Oregon

Dear Sir:

I understand you recently made an inspection of the recently opened structure carrying southbound traffic on Interstate Avenue over the Harbor Drive Section, now under construction, and that you are familiar with the considerable number of accidents that have been occurring thereon.

In a report from Mr. Crandall it appears that three items of work are necessary to correct the conditions, they being:

1. Immediate installation of luminaire units on existing trolley poles which have been especially erected for such lighting units.

2. Placement of plastic lane markers in lieu of painted stripe, which does not endure.

3. Additional signing, including oversized reverse curve signs and 25-mile-per-hour speed signs along with sign "Keep in Traffic Lane."

Item No. 1 is an obligation of the City of Portland, and it would be greatly appreciated if you could make arrangements for the immediate installation of the luminaire units.

Item Nos. 2 and 3 will be taken care of immediately by the State Highway Department.

May I have your advice as to possibility of the City of Portland's early installation of the luminaire units.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. F. B. Crandall
Mr. A. C. Skelton

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1951

SUBJECT: Accident Occurrence
Broadway Bridge - Tillamook Section
Portland

To: Mr. W. C. Williams

NOTED
W. C. WILLIAMS

In accord with your verbal instructions, I did last week, in company with Mr. Fred Fowler, look over the recently opened Broadway Bridge-Tillamook Section of Interstate Avenue to determine just what measures might be taken to alleviate and preclude the accident experience which is being had. It appears that there have been some half-dozen accidents on the reverse curve viaduct section; however, presuming such accidents were reported, there is a lag between time of occurrence of accidents and receipt of report through the Secretary of State's office, in view of which it has not been possible to make a detailed study of happening circumstances through reports. As you know, and as is very evident on the ground, there have been accidents and appreciable damage done to rail and grillwork on the structure.

For general orientation, I am attaching hereto construction plan of the section in question. The 28° - 24° broken back reverse, coupled with vertical curve, is a thing that should not be negotiated at much over 30 MPH, particularly when carrying two lanes abreast. A high percentage of traffic moving on the facility is attempting to move through the section at speeds considerably in excess of 30 MPH - I would surmise up to 40+ - and they are, of course, moving two abreast as was the intent. A goodly number of the vehicles moving through the section do not hold to their lane, but do attempt to "straighten out" this reverse curve. Obviously, such practice tends to create a "squeeze play" with vehicles traveling two abreast.

Mr. Fowler and I are in agreement on the following recommendations as possible means of bettering the situation:

1. That we proceed immediately with installation of mast-arm luminaire units on the poles provided therefor. The southbound trolley buses to Broadway Bridge keep to the lefthand lane and, accordingly, trolley poles provided are in place along the left (easterly) side of the structure. Alternate trolley poles are of extra height with provision for mast-arm mounting of luminaire units; however, these latter are not installed at the present time. I do not know for certain the terms of agreement with respect this job, as regards the final installation of the luminaire units - as to whether the City or the State is responsible for follow-through and, of course, financing it. On this question, Fred Fowler did not seem to know for sure; however, he said he would presume that, in keeping with the situation on Harbor Drive, the City would be expected to finish up on the luminaire units and foot the bill. Presuming, however, such was the case, that he could not see how the City, thinking

of himself particularly, could find the money to take care of the installations at the present time. I think that if such is the case, and in view of what is happening on this section, we should proceed with the installation and iron out the cost distribution afterward.

2. As stated, much of the difficulty results by reason of vehicles jockeying between lanes, in which connection the lane marking is at present practically nil. The lane stripe was painted at the time the project was opened; however, subsequently we went into the siege of bad weather, and what with sanding operations, the paint has been pretty well ground off. This is a section wherein we will probably always have trouble maintaining our painted yellow line and I think is a likely place for putting down of a more permanent type of lane delineation. Therefore, it would be my recommendation that we put down the round, yellow, plastic lane markers - much the same type of thing as we plan to use on the Burnside Bridge. I would suggest placing such lane markers on three-foot centers throughout the section between Station 290 and Station 306. This 1600-foot run of lane markers on three-foot centers would probably cost around $250 - $300.

3. At the present time there is in place one advance, over-size REVERSE CURVE sign. I believe it would be advisable to "double shoot" on this sign by having one on both sides of the facility. Further, I would recommend that standard 25 MPH sign be mounted on the same post and immediately under each of the two REVERSE CURVE signs. Following the aforementioned signs, I would post (and again on each side), sign with a message KEEP IN TRAFFIC LANE.

I think the recommendations as outlined above will help somewhat to slow this traffic down to a proper pace and minimize the jockeying between lanes as is now quite prevalent. In any event, it is about the best I have to offer.

F. B. Crandall
Traffic Engineer

FBC/mah

Attachment

NORTH END of CONTRACT

290+58.6

St. line ℄

10

5' 3½"

24'

31'

(4.92)

(16')

existing Island

24'

24'

10"

10'

15'

159'

HR 290+30.9 P.C.
HR 290+58.55 P.O.S.T.

℄ 290+84.85

HR
C.R.-R.230'
Δ 27°18'27"
T. 55.87

TEMPORARY

R/W

Hwy

R/W ℄ RR

291+60.53 P.R.C.

291+61.15 P.T.

67'

2

TILLAMOOK ST.
existg conc. pav't

292+55.85

292+59.51
℄ 292+59
Const: 1 C.Inl.
Inst. 8" sew. p. 67'
(una. pay. 66') C.Y.
Str. ex. 33 C.Y.

BEGINNING of PROJECT

℄ 293+26.33' Lt.
Rem: 1 C.Inl.
Adj. M.H.
Const: 1 C.Inl.
Inst. 8" sew. p. 54'
(una. pay. 35') C.Y.
Str. ex. 59 C.Y. & 61') C.Y.
Adjust 1 C.Inl.

R2'

292+55.85 P.T.

HP 292+55.85 P.T.

20'

31.5

57'

21.3

20°C.

10"

existg con. cb.

St. line ℄

375.76

existg pav't: part conc., part A.C. on rk. base

INTERSTATE AVE.

S 0°31'30" E

20°C.

10'

13.0

7.5'

22.2

45'

R.5'

15'

16'

18.4'

1.5'

connect to drain from struct.

STRUCTURE
HR
C.L.- R.200'
Δ 21°18'27"
T. 48.58

℄ 295

16.5

℄ LN 294+82.02 P.S.

40.5

℄ 294+96.91 P.S.

easement line Hwy RR

S 0°31'30" E

15
C.R.- R. 521.76
Δ 35°46'14"

LEGEND
(Sheets 3&4)

Conc curb type AM	
" " " BM	
" " " C	
" " " CM	
Conc. walks & islands	
Asph. conc. islands	
Existing sewer manhole	◎
Manhole to be removed	⊗

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY

SEC. 27-T. 1N.-R. 1E. W.M.
PORTLAND

NNING of PROJECT

N

S

L 293+26.33 Lt.
Rem. 1 C. Inl.
Adj. M.H.
Constr. 1 C. Inl.
Inst. 8" Sew. p. 54 & 62.
(Jund. pav. 35 & 61.)
Str. ex. 59 C.Y.
Adjust 1 C. Inl.

St. line

existg con. cb.

375.76

INTERSTATE AVE.
existg pav't: part conc., part A.C. on rk. base

existg ⊥ con. wk.

L 294+82.02 P.S.C.

70.5

25'

295

8"

6.5

295

S 5° C.T.

nect to drain from struct.

S0°31'30"E

L 294+96.91 P.S.

295

S0°31'30"E

easement line RR

Hwy

IS
R. - R. 521.76
Δ 35°46'14"

HP 295
15C.76

30.38

15'

L 296+04

L 295+05-33 Lt.
Constr. M.H. (Type A-12')
Inst. 8" Sew. p. 28 & 45
(Jund. pav. 27 & 43.)
Str. ex. 29 C.Y.

IS 295+75.57 P.C.

LN 296+80-8' Lt.
Adj. M.H.
Constr. 2 C. Inl.
Inst. 8" Sew. p. 43, 45 & 46.
(Jund. pav. 28.)
Str. ex. 74 C.Y.

LN 295+76.26

14.09

R0.5

6

26'

14.5

6

3.5'

6

13.5'

63'

3'

3'

Connect to drain from structure

L 296+04

WHEELER PLACE
8"-2" brk. & st. sew.
existg oiled rock surface

LN 296+82.02 P.S.C.

60'

LN 297+25-13' Lt.
Rem. 2 C. Inl. M.H.
Reconstr. 2 C. Inl.
Inst. 8" Sew. p. 35 & 50.
(Jund. pav. 23 & 27.)
Str. ex. 28 C.Y.

℄ St. easement

LN 297+56.27 P.C.S.

R.12'

35'

℄ R/W

R.100'

St.

297

26'

IS 297+28

33'

26'

R.521.76

IS

Install 6 sigh

10° C.L.T.

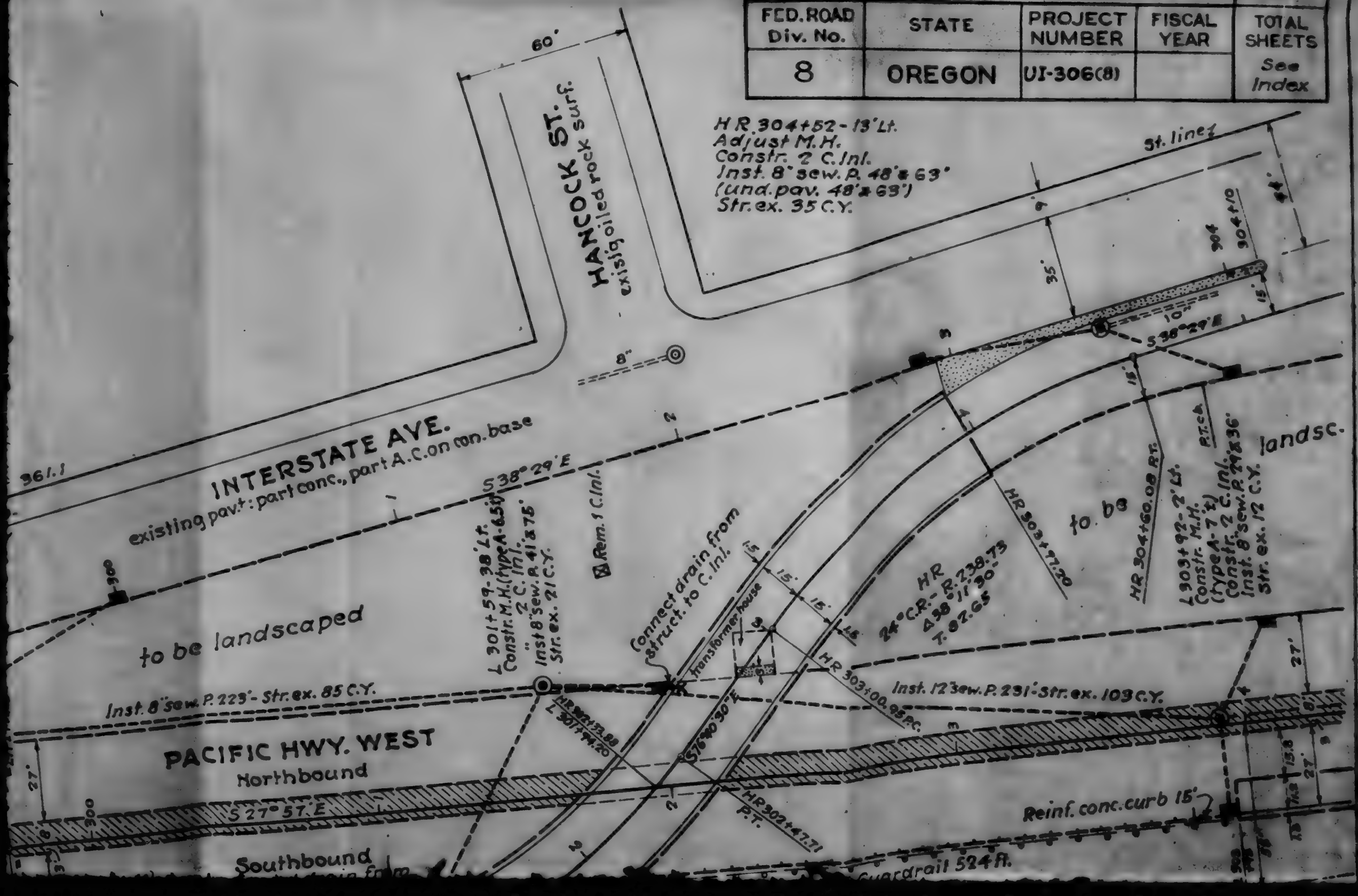
LN

10° C.L.T.

SEC. 27-T.1N.-R.1E.W.M.

PORTLAND

TILLAMOOK ST.-BROADWAY BRIDGE SECTION PACIFIC HIGHWAY WEST PORTLAND-MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	UI-306(8)		See Index



FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATES
AREAS
AREAS C

" - - C	
" - - CM	
Conc. walks & islands	
Asph. conc. islands	
Existing sewer manhole	◎
Manhole to be removed	⊗
" " - constructed	◉
" " - adjusted	◉
" " - reconstructed	⧓
Existing catch basin or inlet	▣
Catch basin or inlet to be removed	⊠
" " " - - adjusted	▤
Catch inlet to be constructed	■
Existing sewers	12"

Hwy
centerline RR
L 294
295

IS
C.R. - R. 521.76
Δ 35°46'14"

LN
10° C.R. - R. 572.96
2-200' spirals - S = 10° - a = 5
TΔ 27°25'30"
Ts 240.42

L
10° C.R - R. 572.96
2-200' spirals - S = 10° a = 5
TΔ 27°25'30"
Ts 240.42

HR
11°30' C.L. - R. 498.22
Δ 20°39'
T. 90.77

LN line

70

65

60

BEGINNING of PROJECT

NOTE: Distribution of Grading Quantities on "L" line includes quantities on all other lines.
Embankment quantities include backfill at structures.

Str. ex. for all connections from inlets on this sheet discharging to sewer on Interstate Ave. 258 C.Y.

Ex. 390

(Haul 39980 C.Y. to widen embankment on Union Ave. - 4 Miles haul)

T.H. 159,920 Yds. Mi.

DATE
BY
CKED

IS
C.R. - R. 521.76
Δ 35°46'14"

LH
10°C.R. - R. 572.96
2-200' spirals - S = 10° - a = 5
TΔ 27°25'30"
Ts 240.42

L
10°C.R - R. 572.96
2-200' spirals - S = 10° a = 5
TΔ 27°25'30"
Ts 240.42

HR
11°30'C.L. - R. 498.22
Δ 20°39'
T. 90.77

RR

HP 295 +36.26

30.88

18"

48.4'

L 296+04

Connect to drain from structure

3'-3"

27"

10°C.L.

L 296+96.71 P.S.C.

L 297+71.16 P.S.

L 296+79.90

R.2'

HR 296+86.26

15"

11°30'C.L.

17.5'

5'-2"

HR 296+28.50 P.C.

90°

RIVER ST.

HR 298+08.07 P.C.C.

R.

LH line Profile

BEGINNING of PROJECT

Ex. for all connections from
ts on this sheet discharging
werson Interstate Ave. 258 CY.

EX. 390

+2.27

50' V.C.

+27.40

13.5

11.0'

+3.25

Rt. qual. N. Bd.

+3.26

50' V.C.

+3.39

+2.99

N. Bd.

160' V.C.

274+82.08

+35-63.47 - 13.5' Rt.

177-64.16 - 13.5' Rt.

187-55.22 - 13.5' Rt.

191-68.27 - 13.5' Rt.

140-72.35 - 30' Rt.

INTERSTATE AVE. GRADE SEPAR

INTERSTATE AVE. GRADE SEPARATION

L line

HR line

10°C.L.

11°30'C.L.

Reinf. conc. curb 15'

Southbound drain structure

Connect drain to C.B. structure

L 296+79.90

HR 296+86.26

R.2'

L 296+96.91 P.S.C.

L 297+71.16 P.S.

L 298 +71.3

L 299+71.16 P.T.

HR 298+08.07 P.C.C.

HR 300+68.07 P.C.C.

R/w & Hwy. & RR

easement line R.R.

HR

7°C.L. - R. 2864.79

Δ 5°12'

T. 130.09

90°

RIVER ST.

Present surf. on L line

Present surface on L line

Rt. grd. 5.88

160' V.C.

-2.25

-1.606

-0.92

100' V.C.

INTERSTATE AVE. GRADE SEPARATION

Reinf. conc. curb 15'

Structure to

HR line

300

HR
28°C.L. - R. 204.6
Δ 50°18'
T. 96.07

R/w { Hwy / RR

HR
2°C.L. - R. 2864.79
Δ 5°12'
T. 130.09

TATE AVE. GRADE SEPARATION

HR 300+68.07 P.C.C.

easement line R.R.

Hwy

O.W.R. & N. Co. R.R.

Interstate Ave. Grade Separation on ℄

Ex. 1000 (Selected Material)
Em 1000 (" ")

Ex. 15043

Present surface ℄ line

E SEPARATION

HWY

easement line R.R.

HR 100168.07 P.C.C.

O.W.R.&N.Co. R.R.

70

65

60

55

50

45

40

35

30

25

20

15

10

5

0

Interstate Ave. Grade Separation on Lg

Ex. 1000 (Selected Material)

Em 1000 (" ")

Ex. 15893

Elev. 274.20

Elev. 274.20

Elev. 274.20

SEPARATION

HR 300+68.07 P.C.C.

easement line - R.R.

Hwy

O.W.R. & N. Co. R.R.

Interstate Ave. Grade Separation on ℄

Ex. 1000 (Selected Material)
Em 1000 (C - -)

Ex. 1584.3

Δ 30°44'24.79"
Rad 301+33.88

Min. clear. 17'-0"

Major's Bld. Pr. out in Bk.

Rhoads Bld.

-0.92

ORIGINAL SURVEY
NOTE BOOK
NO.

DATE
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NOTE: Distribution of Grading Quantities on "L" line includes quantities on all other lines.
Embankment quantities include backfill at structures.

Str. ex. for all connections from inlets on this sheet discharging to sewers on Interstate Ave. 258 C.Y.

(Haul 39980 C.Y. to widen embankment on Union Ave. - 4 Miles haul)

T.H. 159,920 Yd. Mi.

Ex. 390

BEGINNING of PROJECT 292+55.85

L line Profile

290+58.6 N. END of CONTRACT

290+58.38 matches existing par't

+30.58.87-30'Vert.

+30.57.23 E

+1.2

+0.645 on 2.47 100' V.C.

+0.645 30' Vert. 2.47 E

185-59.74 30' Vert. 100' V.C.

185-60.10 E

+2.3

+4.2

Ex. 416
Em. 366

65
60
55
70
65
60
55
290
1
2
3
4

all connections from
this sheet discharging
on Interstate Ave. 258 C.Y.

EX. 390

INTERSTATE AVE. GRADE SEPARATION

Ex. 416
Em. 366

Ex. 624
Em. 552

Interstate Ave. Grade Se

Ex. 1000 (Sole
Em 1000 C

Ex. 1584.3

Present surface Line

STATE AVE. GRADE SEPARATION

160' V.C.

160' V.C.

-3.40

Rt. gut. S. Bd.

-3.396

100' V.C.

100' V.C.

Lt. gut. S. Bd. - Rt. gut. N. Bd.

Rt. gut. S. Bd. - Lt. gut. N. Bd.

-0.4

-0.9

Ex. 624
Em. 552

Ex. 2414
Em. 2196

8

9

300

1

2

3

Interstate Ave. Grade Separation on Lg

Ex. 1000 (Selected Material)
Em 1000 C - -)

Ex. 1584.5

Min. clear. 17'-1"

Lft. gut. S. Bd. - Rt. gut. N. Bd.
Rt. gut. S. Bd. - Lft. gut. N. Bd.

-0.92
-0.92

Ex. 2414
Em. 2136

1 2 3 4 5 6

RECEIVED
APR 1 1951
FOR FILING

FORM E-30 35M 8-50 40060

U.1-3061(8)
5236

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 11th, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith Orders for Extra Work Nos. 3, 4, and 5, in connection with the Tillamook Street-Broadway Bridge project, C. J. Montag and Sons contract No. 3236.

Order No. 3 covers repairs to the Interstate Avenue grade separation structure caused by a vehicle accident on February 10, 1951, which vehicle was owned by Joe S. Armstrong. Cost of repairs is estimated at $577.50.

Order No. 4 covers repairs to the same structure caused by a vehicle accident on March 11, 1951, the vehicle being owned by Meredith Lew Kerler. Estimated cost of repairs is $1082.00.

Order No. 5 covers cost of repairs to the Interstate Avenue structure caused by an automobile accident on an unknown date in February and by an unknown operator. The estimated cost of repairs is $75.00.

I believe you were fully informed regarding the damage to the structure and the causes thereof. Hence the orders are being forwarded to you for further handling.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encls.

RECEIVED
APR 12 1951

RECEIVED
2 - 1951
FOR FILING

UI-306(8)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
February 27, 1951

SUBJECT: Concrete Cones on Traffic Islands
Broadway - Tillamook

To: Mr. D. J. Barbee, Resident Engineer
Oregon State Highway Department
P. O. Box 4648
Portland 2, Oregon

NOTED
W. C. WILLIAMS

I have your inter-office of February 26 regard the concrete cones versus no cones in mounting of signal standard, Benjamin light units, etc., on the Broadway-Tillamook job.

The fact that the existing island treatment on Tillamook to the north has utilized the concrete cone I would say, for sake of appearance and continuity of job, that we should go along with the use of the concrete cone type pedestal.

The fact that we have foregone the use of the concrete ped on most of our recent jobs was pretty much an outgrowth of a situation encountered in rural areas wherein these concrete peds would be damaged and in some cases partially ripped out, due to vehicular collision, and it was a bit of a chore in replacement due to having to jack-hammer out the remains of a concrete ped, collecting equipment, materials, etc., necessary to mixing a small batch of concrete. Mr. Widdows was pretty much the instigator of the idea that it would be better to mount Benjamin light standard directly onto the island through use of Ackerman-Johnsons and without the use of concrete peds such that if the standard were struck it would sheer off, and replacement would be considerably simplified.

In urban areas where we have pedestrians in any number, the concrete cone does probably give some measure of protection and feeling of security with respect the pedestrian. In any event, there are some good talking points for the concrete ped in urban areas, at least to the extent that I would not argue the "pros" and "cons" as between the two types of treatment.

F. B. Grandall
Traffic Engineer

FBC/mah

Attachment

cc - Mr. W. C. Williams
Mr. A. G. Skelton

UI-306(8) Tillamook St.-Broadway Br. 1949
Sec., Pacific Hwy. West
#3236 Folder # 1

RECEIVED
DEC 22 1950
FOR FILING

W1-3048?

3236

December 21, 1950

Portland Traction Company
2838 East Burnside Street
Portland, Oregon

Attention: Mr. Thomas Pumfrey

Gentlemen:

Re: Street Car Tracks on
Interstate Avenue near Wheeler Street

In our contract for the Tillamook Street-Broadway Bridge Section of the Pacific Highway West, it is provided that the State's contractor shall salvage the steel rails of the existing street car track in that section where the removal is necessary for the completion of the project, and that these be turned over to the Portland Traction Company for use as a ground return in their system supplying power to their trolley coaches.

In removing these rails, it was found that they have been broken until they are no longer suitable as a ground return. In accordance with a conference between Mr. Paxson of the Highway Department and Mr. Pumfrey of the Portland Traction Company, it was agreed that the Portland Traction Company should furnish used 1,000,000 circular-mill copper wire at a scrap price of $0.30 per pound for use in lieu of the broken rail, and that the Portland Traction Company would take over all of the rail salvaged and dispose of it at a scrap price estimated at $25.00 per ton, the State agreeing to reimburse the Portland Traction Company for the difference in cost between the copper wire and the salvage price of the steel rail. This letter is to confirm this agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Assistant State Highway Engineer

CSP/ds

cc G. S. Paxson
Auditor

RECEIVED
DEC 20 1950
FOR FILING
FORM E-30 3SM 1-50 37588

UI-306(8)

3236

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1950

2362

SUBJECT: Price Agreement No. 6
Tillamook Street-Broadway Bridge
Section

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

I am returning Mr. Davis' letter concerning this price agreement. We were in error in noting on the price agreement that federal participation was requested, and have already advised Mr. Davis to disregard that note and that federal participation would not be requested.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:ds
Attached

FOR FILING

ASSIGNMENT

...er 14, 195[illegible] No. [illegible]
By [illegible]

...scription: T. M. Davis' letter of December 13 referring to your letter of Dec. 8 re Price Agreement #6, Project UI-306 (3), Broadway Bridge-Tillamook Street Section

Acknowledged by _____ Referred to Bowen

Investigate and report with recommendation
Investigation, such action as necessary and report
XX Comment or recommendation
Return with rough draft of reply
Please prepare for _____ PLEASE RETURN TO signature
_____ W. C. WILLIAMS _____
FOR FILING

Assignment executed 12-18-51 Report received _____

Remarks: I suggest we carry non-participating.

MCW

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
[redacted]

P. O. BOX 3900
PORTLAND 8, OREGON

December 13, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of December 8, 1950 requesting approval for Federal participation in Price Agreement No. 6, covering construction of stairs and additional parapet wall on Oregon Project UI-306(8), the Broadway Bridge-Tillamook Street section.

This matter was discussed with you several months ago and your letter of September 6th transmitted informational copies of Revised drawing 9141 and new drawings 9665 and 9666 with the advice that Federal participation would not be requested. We then forwarded the plan sheets to our Washington Office with the comment this construction would be carried out by the State without Federal participation. At that time the work was contemplated under project UI-306(10).

It is also noted that the unit prices in this Price Agreement exceed the contract prices by a large percentage, ie. $112.00 per cu. yard for concrete and 14¢ per pound for reinforcing steel, etc, which present prices do not appear to justify.

Under the circumstances we do not exactly understand why this price agreement is submitted at this late date after previous advice that construction would not involve Federal funds. Before further action is taken by this office further information as to change in participation, justifications for the unit prices and the reasons why additional parapet on top of the existing parapet wall are necessary. If there has been a change in grade, this office should have been advised thereof at the time made.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
DEC 13 1950
STATE HIGHWAY ENGINEER

RECEIVED
STATE

1950
FILING

September 6, 1950

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith prints from our Drawings 91A1 (revised August 17, 1950), 9665 and 9666. These are plans for the stairway to be placed at the south end of the west abutment of the Broadway Underpass. This stairway is to provide access for pedestrians originating in the area between the new highway and the river and north of the Broadway Bridge. In discussion with you concerning the matter, you indicated that this could only be included in the Tillamook Street-Broadway Bridge Section by changing the project statement and that you did not feel it advisable to do so. For that reason we are proceeding with the work as a nonparticipating item. The attached prints are for your information as to the work being done on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:gm
cc G. S. Paxson

RECEIVED
NOV 14 1950
FOR FILING

W1-306(8)
3236

November 13, 1950

The Aetna Casualty and Surety Company
308 Yeon Building
Portland 4, Oregon

Attention: Mr. H. P. Aterbury

Gentlemen:

Re: Bond 42 S 10504
C. J. Montag & Sons

We have your letter of November 10 concerning an extension of time requested on State Highway Contract No. 3236 awarded to C. J. Montag and Sons for work on the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Multnomah County.

The extension of time has been granted to August 1, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING

PORTLAND 4, ORE.

November 10, 1950

3236

Oregon State Highway Department
Salem,
Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond 42 S 10504
C. J. Montag & Sons

On September 20, 1950 C. J. Montag & Sons requested extension of time on Contract No. 3236 construction of the Tillamook Street-Broadway Bridge section of the Pacific Highway west in Multnomah County, Ore. from September 30, 1950 to August 1, 1951. We agreed to this extension.

Would you please advise if the extension has been granted by the State?

Yours very truly,

W. H. Eagleton
Supt. Fidelity & Surety Dept.

By N P Atterbury

hpa

RECEIVED
NOV 16 1950
OREGON
STATE HIGHWAY COMMISSION

BANK AND AGENT AUTO PLAN

RECEIVED
NOV 2 - 1950
FOR FILING

41-306(8)

32=6

November 1, 1950

C. J. Montag & Sons
317 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 26, 1950, had under discussion your request for an extension of time of 304 days, from September 30, 1950 to and including July 31, 1951, within which to complete your contract No. 3236 covering the Tillamook St.-Broadway Bridge Section of the Pacific West Highway, in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Attn.: W. A. Reeves

NOTED ON CARD

RECEIVED
OCT 6 1950
FOR FILING

UI-30618)
3236

October 5, 1950

Request for extension of time
No. 2
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Re: Tillamook Street-Broadway Bridge
Section, Contract 3236
C. J. Hantag & Son, Contractor

Herewith copy of an application for an extension of time from September 30, 1950 to and including July 31, 1951, for the completion of the work on this project.

Our contract called for the completion of all work on this project on or before September 30, 1950. At the time the work was going on the City of Portland had let a contract for the construction of the interceptor sewer on the east side of the river. This sewer construction crossed through the area on which our project is built for practically the entire length of the project. The sewer contractor was slow in getting his work done, and our contractor was not able to start his work on several of the principal sections of our contract until late this spring. The delay made it impossible to complete most of the grading work in time for the placing of surfacing during the 1950 construction season and will make it necessary to postpone this surfacing work until suitable weather next year.

We are recommending that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm hi
Attached
cc Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
AUG 29 1950
FOR FILING

UI-306(8)
3256

August 28, 1950

Mr. L. V. Althof
District Engineer
Union Pacific Railroad Company
831 Pittock Block
Portland 5, Oregon

Dear Sir:

I am returning herewith a copy of your letter of August 25, covering the permit to our contractor to remove the falsework from underneath the Interstate Avenue Bridge. This copy has been endorsed to show our acceptance of its provisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

EHP:gm
cc C. E. Pearson

FORM 2104
1-49-5M

UNION PACIFIC RAILROAD COMPANY

4/7

DEPARTMENT OF OPERATION

L. A. COLLINS,
GENERAL MANAGER
NORTHWESTERN DISTRICT

August 25, 1950

828 PITTOCK BLOCK
PORTLAND 5, OREGON

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson, Bridge Engineer

Gentlemen:

RECEIVED
AUG 28 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Interstate Avenue viaduct near
Tillamook Street

Replying to your letter of August 14, 1950, in which you requested permission for highway contractor C. J. Montag & Sons, to remove falsework from Interstate Avenue viaduct from bents 1 to 11 inclusive by means of line and hook operated from hoisting equipment at highway level. We understand this request is made pursuant to Section 5(1) of the contract dated September 20th, 1949, between the railroads, The Western Union Telegraph Company and the State.

Subject to the terms and conditions hereinafter stated, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby grant permission for highway contractor C. J. Montag & Sons, in performance of the highway construction work referred to in said contract dated September 20, 1949, to remove falsework underneath Interstate Avenue viaduct from bents 1 to 11, both inclusive, by means of line and hook operated by hoisting equipment on highway level. This permission is granted upon and subject to the following terms and conditions:

1. Unless sooner terminated, this permission shall expire 60 days from the date of this letter. Said permission may be revoked or suspended by the railroad companies at any time before expiration thereof.

2. Each and all of the terms, provisions and conditions of said agreement dated September 20, 1949, shall apply to the contractor's operations authorized by this permit, and all insurance policies furnished by the contractor pursuant to said contract shall apply to and include said operations.

3. The contractor's operations authorized by this permit shall be conducted only between the hours of 8:30 A.M. and 3:30 P.M., Pacific Standard Time, daily; but the railroad companies may at any time limit, change or extend said hours or suspend or curtail contractor's operations at any time and from time to time.

4. The contractor's operations hereby authorized shall be performed and conducted in such manner and at such times as not to interfere with railroad or telegraph operations nor with railroad or telegraph signal or communication systems.

5. The State shall and will pay, or cause its contractor to pay, the railroad companies the entire expense of additional watchmen and flagmen (including one yard train crew) as in the judgment of the railroad companies may be necessary to afford adequate protection in connection with the contractor's operations hereby authorized; and the State or its contractor will assume and pay all expense thereof.

Please indicate acceptance by signing in the space below provided and returning to me duplicate of this letter marked "Railroad Copy".

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY

By R. A. Callow
General Manager

The above and foregoing conditions are accepted and agreed to as of the date when the contractor commences the work authorized by the foregoing permit.

Dated the day of 1950.

STATE OF OREGON, acting by and
through its State Highway Commission

By_____

RECEIVED
AUG 15 1950
FOR FILING

FORM S-22 25M 5-50 48809

11 3
5234

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Herewith a summary of the delays encountered on the Tillamook Street-Broadway Bridge Section in Portland.

As far as I know, all interference has now been straightened out, and the project is proceeding at the satisfactory rate. The contractors, C. J. Montag & Sons, have said nothing recently about any further claims for damage by reason of delay.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP/ds
Attached

cc Marshall Dresser
F. T. Young
D. J. Barbee

LOS ANGELES
PUBLIC LIBRARY

SUMMARY OF DELAYS

TILLAMOOK STREET-BROADWAY BRIDGE SECTION

The Highway Commission opened bids on the Tillamook Street-Broadway Bridge Project on August 2, 1949. C. J. Montag and Sons were the low bidders. At that time the agreement between the Union Pacific Company and the State had been drafted, signed by the Highway Commission and returned to the railroad, but had not been executed by the railroad. The Bureau of Public Roads would not concur in the award of the contract until copies of the agreement were delivered to them or a formal permit of entry obtained. The project was referred to the Engineer with authority to award to the low bidder when the agreement was received. The railroad company did not return the agreement until September 29, 1949, and the contract was awarded as of that date. C. J. Montag and Sons agreed to accept the contract by letter dated September 27, 1949. The contractor started work on September 30, 1949, by removing a concrete building at 1340 Crosby Street and clearing the right of way north of the Broadway Bridge.

The contract provided that utilities have access to the project to relocate their facilities. The contractor arranged with the telephone company to excavate a trench for their new conduit, so that a permanent installation could be made and the temporary installation on the detour bridge eliminated. This work was started immediately and completed on October 17, 1947.

The contractor started work on the half-viaduct north of the Broadway Bridge on October 24, 1949, and completed the excavation for that structure on October 28. He immediately began excavation for the foundations of the Interstate Avenue Viaduct. Pile-driver erection started October 31. The driving was much harder than expected as the material was a compacted sand. Pile driving was completed for the half-viaduct on November 8. This same date, pile driving was started at the Interstate Avenue Viaduct at Bent No. 22. One pile was driven for 7 feet of penetration and pile driving discontinued until the next day. A conference was held with R. B. Wright of the Bureau of Public Roads, and it was decided to finish the piles in Bent No. 22 and move to Bent No. 14 to try out penetration at that point. Piles here drove to varying penetrations of from 7 to 16 feet. Due to the variable character of the foundation material the contractor was instructed to proceed with the pile driving where possible, and the footings where piles could not be driven were spread out on the compact sand. Piles were eventually driven in all footings except Bents No. 15-right, 16-right, 17, 18, 19, 20, 21, and 22-left. From Bent No. 14 north the footings could not be placed until the Western Union lines were relocated. Bent No. 23-left, 24-left, and 25 are in Interstate Avenue and could not be placed until the sewer contractor completed his work on the east side of the street and replaced the pavement. After completing the piling which could be placed at that time, the pile subcontractor removed his equipment and the remainder of the subcontract was cancelled.

Our contract provided that the Western Union lines were to be relocated by the telegraph company. They were slow getting started as they let a contract for the work to the Empire Construction Company rather than sending in one of

their own crews. The Empire Construction Company started work on November 22, 1949 and finished the installation of the conduit on December 22. The Western Union Company finished placing wire on February 1, 1950. During this time our contractor could not work in the area north of Bent No. 14.

Our project was being prepared for contracting in the spring and early summer of 1949. The City of Portland was getting ready to let a contract for a unit of their trunk sewer during the same period. A section of this sewer passes through the area occupied by our project. Before our project was advertised, Mr. A. G. Shelton had several conferences with Mr. Apperson, city engineer of Portland, and at these conferences Mr. Shelton suggested that the contracting of our project be delayed from six months to a year so that the sewer contractor would be out of the way and there would be no interference between the two contracts. This delay was objected to by Mr. Apperson, who stated that the city was anxious to have the Tillamook Street-Broadway Bridge project placed under contract as soon as possible, and he promised that they would do everything possible to expedite the sewer construction and mentioned that provisions could be made in their contract to provide that the section overlapping our work be completed in from 75 to 90 days. This first conference was held on May 9, 1949.

Again on May 19, 1949, Mr. Shelton called Apperson on the phone, and at that time Apperson was of the opinion that all work would be completed in from 90 to 120 days. Based on this advice, we went ahead with the contracting of our work. Actually, the sewer contract was not let until late in the summer of 1949, and the only special time limitation was the requirement that the Wheeler Place-Tillamook Street Section be completed in 75 days. Actually, this section was not completed until early spring of 1950.

The General Construction Company was awarded the contract for the city sewer and was driving a tunnel underneath the east approach to the Broadway Bridge and had an open trench along the east side of Interstate Avenue near Wheeler Street and in the area south of Broadway. He also had a tunnel under Interstate Avenue at the site of our viaduct. It soon became evident that the sewer work would seriously interfere with our contract. On November 17, 1949 a portion of the sewer collapsed near Bent No. 22-right where piles had already been driven, necessitating the removal of the piles and the lowering of the footing. This held up the completion of this bent for approximately one month. Except for this, our contractor could have completed the series of spans from Bent No. 19 to Bent No. 22.

On November 17, 1949, our contractor wrote us citying the delays and warning us that he was suffering considerable financial loss. We tried in every practical way to coordinate the work of the two contractors so as to minimize the effect of the delays, but without any great success.

On January 24, 1950, a conference was held in Portland, attended by Mr. Apperson, city engineer of Portland, both our contractor and the sewer contractor, and representatives of the Highway Department. At that time we attempted to work out a schedule which would cause the least delay and additional cost to all parties concerned. The General Construction Company agreed to expedite the work which was interfering with traffic on the easterly side of Interstate Avenue near Wheeler Place so that traffic could be routed over

this and the westerly side of Interstate Avenue left available for our work He also agreed to triple shift his work north of the Broadway Bridge which was interfering with our construction and to continue the work on the section south of the Broadway Bridge which we were to use as a stock pile for excavated material. The sewer contractor did fairly well with the work on Interstate Avenue, but never did put on an additional shift on the work north of the Broadway Bridge, and in fact it was not until May of 1950 that this area was finally cleaned up. Some work was done on the section north of the Broadway Bridge, but we finally had to issue an Order for Extra Work to our contractor to clean up the debris so that the area could be available for our work.

Again on March 23, a conference was held with both contractors at which time the sewer contractor again agreed to immediately clean up the waste material lying south of the Broadway Bridge. Some work was done toward cleaning up, but as stated above, we finally had to complete the work with the forces of our own contractor. The area north of the Broadway Bridge was still in such shape that our contractor could not get in on his work. Mr. Herman of the General Construction Company stated that, due to the saturated condition of the material, he could not clean up the site at that time but would do so as soon as it became dry enough to permit the use of his equipment.

Under date of May 10, 1950, Mr. Skelton wrote Mr. Apperson again calling his attention to the condition and asking that his sewer contractor complete his work and get out of our way. This was followed by another letter under date of May 15, 1950, again calling his attention to the condition of the section north of the Broadway Bridge and asking him to take such action as was necessary to get it cleaned up.

After the conference of January 24 our contractor quit work in the area north of the Broadway Bridge so that the sewer contractor could dig his open trench for the sewer. This stopped the work on the half-viaduct with the forms about 50 per cent complete. Work was not resumed on this structure until March 27, and even at that time the backfilling of the trench and removal of excess material was not complete.

Because of bad weather, our contractor did very little work between January 24 and February 20, at which time he resumed work on Bent No. 17. This work could have been started any time after February 1, when Western Union completed their line relocation. It was not until April 7 that the open trench along Interstate Avenue was backfilled and paved and the work on the viaduct north of Bent No. 14 could proceed.

Early in November 1949, the sewer contractor started making the open trench south of Broadway. It was not until into in May of 1950 that the backfill was complete, the excess material removed, and the area cleaned up so that our contractor could proceed with his work. Some of the final cleanup of debris was done by our contractor as Extra Work.

In the area just north of Broadway the sewer contractor did not complete the backfilling of the trench and cleanup of the site until early in June. Since early in June 1950, there has been little or no conflict between the operations.

Under date of May 10, we received a letter from our contractor claiming additional cost because he was not able to use the area south of the Broadway Bridge as a storage site and citing that the small area available forced him to stock pile his material in drop lifts which slowed down the operation of his equipment and materially increased his cost. This matter was investigated by Mr. Barbee, and in a report from him dated June 15, he states that he does not agree with our contractor's claim that his costs were materially increased because of lack of storage area.

Again on May 11, 1950, we were advised by our contractor that because of the condition of the area north of the Broadway Bridge he was not able to purchase and store last fall lumber for his work and that in the meantime lumber prices had increased $10 per thousand and that he expected the State to reimburse him for this additional lumber cost. It is difficult to evaluate this claim, as no one is in a position to know what the contractor would have done with reference to the purchase of lumber had storage space been available. It is very doubtful if he would have purchased his entire lumber needs last fall even if this space had been available.

These two claims are the only specific claims filed with us by the contractor, but I anticipate there will be a general claim due to delay and inconvenience before the job is finished.

G. S. Pearson

August 9, 1950

RECEIVED
JUN 19 1950
FOR FILING

HI 306(8)
3236

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1950

SUBJECT:

1939

To:

Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

L

Dear Sir:

There is no action necessary on our part in connection with the assignment of subcontract which McKinnon has made to Brittan for the driving of piling on the Steel Bridge-Tillamook Street Section in Portland. I have placed this contract in our file along with other subcontracts.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

NOTED
W. C. WILLIAMS

Glaisye

NOTED
H. B. GLAISYER

This matter needs no further action —

W.C.W.

...e 9, 1950 — ASSIGNMENT — No. 1939
By _____

Description: Mr. Glaisyer's letter of June 8 re subcontracting by C. J. Montag & Sons in connection with Contract #3236, Tillamook St.-Broadway Bridge Section

Acknowledged by _____ Referred to Pearson

Investigate and report with recommendation.
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

Assignment executed 6-9-50 me Report received _____

Remarks:

6757

4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 8, 1950

Hart, Spencer, McCulloch, Rockwood and Davies
1410 Yeon Building
Portland 4, Oregon

NOTED
W. C. WILLIAMS

NOTED
G. S. PAXSON

NOTED
W. A. REEVES

Gentlemen:

This acknowledges your letter of June 6, 1950 and enclosures with respect to the subcontracting of certain work by C. J. Montag & Sons in connection with their contract No. 3236 with the State Highway Commission for the construction of the Tillamook Street-Broadway Bridge Section of the Pacific Highway East in Portland. I am referring it to the State Highway Engineer, Mr. R. H. Baldock, for his information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

cc - R. H. Baldock
W. C. Williams

RECEIVED
JUN 9 - 1950
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

HART, SPENCER, McCULLOCH, ROCKWOOD AND DAVIES
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING

CHARLES A. HART
OMAR C. SPENCER
CHARLES E. McCULLOCH
FLETCHER ROCKWOOD
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
JAMES P. ROGERS
RICHARD DEVERS
FREDERICK H. TORP
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN C. BEATTY, JR.

PORTLAND 4, OREGON

June 6, 1950.

Mr. H. B. Glazier, Secretary,
State Highway Commission,
State Office Building,
Salem, Oregon.

Dear Sir:

Under date of October 19, 1949, C. J. Montag & Sons by written agreement subcontracted to A. G. McKinnon a portion of the work to be performed on the Tillamook Street-Broadway Bridge Section of the Pacific Highway under State Contract No. 3236.

We are enclosing herewith for your file a copy of an agreement dated April 17, 1950, pursuant to which A. G. McKinnon has assigned to J.P. Brittan & Company the balance of the work to be performed under the above mentioned contract.

Yours very truly,

Hart, Spencer, McCulloch, Rockwood & Davies

Enclosures

Agreement in Mr. Parsons file.

RECEIVED
JUL 6 1950

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUN 8 1950
FOR FILING

41-306(8)
3236

June 8, 1950

Hart, Spencer, McCulloch, Rockwood and Davies
2410 Yeon Building
Portland 4, Oregon

Gentlemen:

This acknowledges your letter of June 6, 1950 and enclosures with respect to the subcontracting of certain work by C. J. Hantag & Sons in connection with their contract No. 3236 with the State Highway Commission for the construction of the Tillamook Street-Broadway Bridge Section of the Pacific Highway East in Portland. I am referring it to the State Highway Engineer, Mr. R. H. Baldock, for his information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEC/fm

cc - R. H. Baldock
W. C. Williams

RECEIVED

FOR FILING

FORM B-80X 10M 9-49 54600

(1-3-1(B)

3226

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 7, 1950

NOTED
W. C. WILLIAMS

SUBJECT: City of Portland
Intercepting Sewer
Tillamook Street-Broadway Bridge Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Mr. Pease called recently in regard to my letter of May 17th to you concerning the proposed intercepting sewer between Tillamook Street and the Steel Bridge, particularly the following sentence in the third paragraph of this letter: "The City proposes to let this sewer contract in the very near future, probably before our job is let and indicate they would provide for non-interference with our construction." Mr. Pease particularly wanted to know whether we had any correspondence in our files with the City of Portland on this matter. We apparently have no correspondence with the City. However, I have two notations in my diary that would apply and have also discussed the matter with Mr. Barbee who, with myself, met with Apperson on May 9th to discuss this intercepting sewer project and certain modifications that were necessary in their plans so as not to interfere unduly with our project.

At that time the interference with our construction was discussed with Apperson and I suggested to him that I should recommend that the contracting of our project should be delayed from six months to a year so that there would not be interference between the two contracts. Mr. Apperson stated that they were anxious to have the Tillamook-Broadway project placed under contract as soon as possible and that they would do everything possible to expedite their sewer construction through the area that would interfere with us, mentioning that provisions could be made in their contract providing that the section in the vicinity of the Broadway Bridge be completed in some 75-90 days.

On May 19th I have the following notation in my diary: "H. G. Smith called regarding Portland sewer at Tillamook-Broadway Bridge location. He was concerned about interference with our project. I called Apperson who thought it could be cleared in 90-120 days. Called H. G. Smith and gave him this information."

This sewer contract was not let until late summer and the only time limitation they had on the work was on the Wheeler Place-Tillamook Street Section where completion in 75 days was called for. The construction in this area would interfere with our S-P line viaduct and actually this section was not completed until early spring this year.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. G. S. Paxson
Mr. D. J. Barbee

Form E-1—6M—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 3, 1950, 19....

Section Tillamook Street to Broadway Bridge

Highway Pacific West

Contractor C. J. Montag and Sons

Date of contract Sept. 29, 1949, 19....

Date work started Sept. 30, 1949, 19....

Amount of contract . . . . . $ 865,911.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 931,906.40

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date $....., ...%

Kind of work Structures, Grading and Paving

Section prefix 26-1095

Contract number 3236

Date of completion Sept. 30, 1950, 19....

Estimated date of completion May 31, 1951, 19....

Per cent of time elapsed 67.5 %

Date project was completed ....., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor compl[illegible] l work on the City sewer under his arrangment with General Construction Co. in the area north of Broadway on Wednesday. Work was started on Thursday excavating topsoil from roadway area north of Broadway and hauling to the landscape area south of Broadway.

The final area used by General Construction Co. on their City sewer work was the one north of Broadway. All areas have now been turned over to Montag for his work.

NOTED

E. M. [illegible]TH

cc Marshall Dresser

Signed L. J. Baker Resident Engineer

Address P. O. Box 4644 Portland 8, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.46	0.46			0.46
Miles partially completed	0.12	0			0
Miles completed	0	0			0
Total estimated quantities	82,000	4,000			20,000 S.Y.
Estimated quantities moved or placed to date	18,000	0			0
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders .....1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 2....., Sheep-foot rollers .....,Carryall 2....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 32671

RECEIVED
JUL 25 1950
FOR FILING

June 1, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover four copies of agreement with the Union Pacific Railroad Company, covering encroachment on their right of way in connection with the construction of the Tillamook Street-Broadway Bridge Section, Project No. UI-306 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMHigh

RECEIVED
JUN 6 1950
FOR FILING

AT-306(8)
2236

June 1, 1950

District Council of Carpenters
of Portland and Vicinity
330 Labor Temple
Fourth and Jefferson Streets
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of May 16 suggesting double shifting the work on the Tillamook Street-Broadway Bridge because new hiring halts in Portland. We intend to use two shifts on the work at the east end of the Broadway Bridge starting when the detour bridges are complete and traffic routed over them. In this way we hope to keep the detours in service the minimum possible length of time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CWW:gm
cc C. A. Pearson

FORM E-30 25M 1-50 37536

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1950

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Herewith a communication from the Carpenters' Union in Portland requesting that we put on additional shifts on the Broadway Bridge job. The undercrossing of Broadway itself necessitates the construction of detour bridges which will cause some inconvenience though they will not close the Broadway Bridge to traffic. We are investigating the cost of double shifting the work on this undercrossing of Broadway. We see no advantage, however, of working more than one shift on the other portions of the project.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

District Council of Carpenters of Portland and Vicinity

310 LABOR TEMPLE
Fourth and Jefferson Streets

PORTLAND 4, OREGON

PHONE ATWATER 0771

NOTED
G.S. PAXSON

May 16, 1950

Oregon State Highway Engineer,
9200 S. E. Mc Loughlin Blvd.
Portland, Oregon.

Dear Sir:

The following resolution was concurred in by the District Council of Carpenters of Portland and Vicinity at the meeting of May 11, 1950.

"WHEREAS, there is a number of Building Trades out of work at the present time; and
WHEREAS, the Broadway bridge job is behind schedule due to bad weather, and accidents on the job this past winter; and
WHEREAS, the bridge will have to be closed to traffic during part of the construction period, causing serious disruption of traffic and inconvenience to the public;
THEREFORE BE IT HEREBY RESOLVED, that this Council go on record as favoring the establishment of two or more shifts to save the public this inconvenience and to put more men to work; also
BE IT FURTHER RESOLVED, that copies of this Resolution be sent to the Portland Building Trades Council, the Oregon State Highway Engineer, the Portland City Council and their Traffic Engineering Committee, and the Press, requesting them to use their best efforts to accomplish this objective.

(Signed) Andrew F. Sears - 226
C. C. Berry - 1388
C. H. Goold - 226
Clell Harris - 1020

Thanking you for your cooperation in this matter, we are,

Sincerely

DISTRICT COUNCIL OF CARPENTERS
OF PORTLAND AND VICINITY

Clell Harris

Clell Harris
Executive Secretary-Treasurer.

CH/dh
OEIU #11
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FOR FILING

FORM E-30 2SM 1-50 37535

3236

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1950

SUBJECT: Tillamook Street-Broadway
Bridge Section, Pacific Hwy.West

To:
Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith copy of two letters from C. J. Montag & Sons dated May 10 and May 11, making claim for additional compensation due to delay because of the sewer contract going on at the same site. The letter of November 1949, referred to in Mr. Montag's letters, was sent to you under date of November 25, 1949 and is in your file.

I am asking Mr. Skelton to make a report on the matter of stock-piling site referred to in Montag's letter of May 10, as we should have definite data as to any additional cost suffered by the contractor on this item, and the data can be gathered more easily now while the conditions are apparent.

With reference to the additional lumber cost, it is unquestionably true that the area which the contractor expected to use in storing the materials was made entirely unsuitable for that purpose by the operations of the sewer contractor. Had this area been available, Montag might, or might not, have taken delivery last fall on all of the lumber which he will use. He, undoubtedly, would have had more on hand than is now the case, and would have avoided payment of the additional price for some of this material.

We are going to have a large damage claim on this project, and I would like to talk it over with you in detail as to how we can best get the proper information to pass on the claim when it is received.

Very truly yours,

G. S. Paxson
Bridge Engineer

Attached
GSP:gm

cc R. H. Baldock
A. G. Skelton
Marshall Dresser

C. J. MONTAG & SONS
GENERAL CONTRACTORS
317 BUILDERS EXCHANGE BLDG.
PORTLAND 4, OREGON

May 11, 1950

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We are enclosing a letter from the Inman-Poulsen Lumber Co. which seems to be self-explanatory.

We were unable to take this material at the time we were supposed to due to lack of storage space caused by the operations of the sewer contractor of the City of Portland.

It seems to us that this is a fair claim and should be allowed by the Oregon State Highway Commission as we certainly do not intend to assume these extra charges that are caused through no fault of our own.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

By-- C. J. Montag

CJM/jk

C. J. MONTAG & SONS
GENERAL CONTRACTORS
317 BUILDERS EXCHANGE BLDG.
PORTLAND 4, OREGON

May 10, 1950

Oregon State Highway Commission
Salem, Oregon.

Re: Tillamook Street-Broadway Bridge
section of Pacific Highway west
Contract 3236

Gentlemen:

In November, 1949 we wrote you a letter enumerating all the places on which we could not work on account of other contractors and utilities, also stating that if such altered conditions increased our cost, we would expect remuneration for same.

We are now engaged in excavating the block south of Broadway which is bounded by Broadway, Larrabee, Cherry and Crosby. We are placing that excavation in stockpiles between Cherry and McMillen Streets, also between McMillen and Halsey Streets. We have been directed to keep Crosby Street open in this area and also to stay off the stockpile site on the east side of Crosby Street. This confines our stockpiles to the area west of Crosby in these two blocks.

Due to the very small area of stockpile sites and the softness of the material excavated, we find the efficiency of our equipment is very seriously impaired. In the small area in which we are now working, our lifts build up much faster than they would were the whole original areas available for use. Because of the character of the material these deep lifts slow down the operation of the tractors, forcing them to work in lower gears than normal. They also get stuck much oftener with resultant loss of time and production.

In proof of this we cite the quantity excavated as estimated on May 5th, which was 4,200 yds. of excavation. This was excavated during 54 hours.

Under normal conditions on this hill, using our 18 yd. struck measure scraper, we should expect an average of production of 180 yds. per hour or 1,440 yds. per shift.

We feel that since this was caused by conditions not under our control, we should be compensated for the inefficiency of the operation.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

By-- C. C. Montag

CCM/jk

Inman-Poulsen Lumber Co.

Portland, Oregon

May 2, 1950

Mr. C. J. Montag & Sons
1518 N. E. 78th Avenue
Portland 16, Oregon

Gentlemen:

Last fall we quoted you $55.00 per M delivered on a list of timbers to be used on the Broadway Bridge. Since that time our costs have increased and the lumber market has advanced about $20.00 per M feet on these items.

We realize you were delayed due to Highway Commission indecisions and sewer-work, however, we do not feel that we should bear the entire cost of these delays.

We feel that we should have an additional $10.00 per M for these timbers which is now still $10.00 per M under todays market. We think this request is fair to both parties.

May we hear from you regarding this matter?

Yours very truly,

INMAN-POULSEN LUMBER COMPANY

Milton B. Luton

MBL:lp

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

May 22, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon UI-306(8)
Tillamook Street-
Broadway Bridge

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

PK8 24

State Oregon

Federal Aid Urban

Project No. UT-506(8)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of May, 1950

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of August, 1947, a program, which was approved on the 14th day of June, 1948, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of July, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred forty thousand and 00/100

dollars ($ 540,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 328+55.85 on Interstate Avenue south of North Tillamook Street, and survey station 315+10 north of North Cherry Street, all in Portland without exception

, length 0.426 Urban miles, in Multnomah County, being Oregon Federal Aid/ project No. UI-306(8), consisting of 0.426 miles of highway underpass structures of no net mileage roadway and two

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

16—11379-2

HIGHWAY DEPARTMENT
for said project have been made available
June 1939, Chapter 529, Laws
(Include date and citation of

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred forty thousand and 00/100 dollars ($ 540,000.00), which does not exceed the authorized Federal pro rata share of nine hundred twenty-seven thousand two hundred thirty-two and 90/100 dollars ($ 927,232.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 212

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

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MAY 19 1950
PUBLIC ROADS
MAY 19 1950
DIVISION

RECEIVED
MAY 31 1950
FOR FILING

UI-306(B)
3236

May 3, 1950

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

RETD
W. C. WILLIAMS

Dear Sir:

Re: Broadway Bridge-Steel Bridge
Section, F. A. UI 306 (10)

Reference is made to your letter of April 20 regarding the specifications for the above project. Your reference to Page 85, Drawing No. 2050 is incorrect and will be changed to 2075.

The asphalt percentages on Page 22 of the Special Provisions have already been corrected and will read "between 5 per cent and 7 per cent." This correction was made after we had sent you the draft of the Special Provisions.

All work under Bid Item 76, for altering of the building, will be carried as nonparticipating, as we consider this a right-of-way item.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Jack Rhodes
O. S. Pearson
C. A. Gardner

April 26, 1950

ASSIGNMENT

1874
By Lewis

Description: Letters-20-50 from T. M. Davis, with reference to Broadway Bridge-Steel Bridge, Project UI 306(10).

Acknowledged by _____ Referred to PAXSON

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
☒ Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed _____ Report received _____

Remarks: I see no objection to carry all of building nonparticipating as this will be a right of way charge

5-3-50 ml

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

April 20, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to the preliminary plans and specifications for Project UI 306(10) Broadway Bridge-Steel Bridge, submitted with your April 14 letter.

In a first review of these documents we note the following:

Page 25, Special Provisions. Metal Guard Rail. Under paragraph "Type and Design", reference is made to Drawing No. 2050. It is believed that Drawing No. 2075 should have been cited.

Will change

Page 42 Special Provisions. Percentage of Asphaltic Cement to be Used in Mix. To be in conformity with special provisions covering recently let projects, it is believed that the wording intended is: ". . . . . between 5% and 7% instead of between 5% and 8% as stated in Article 30-8 of the standard specification." In any event the reference to the standard specification is misquoted.

Bid Item No. 76. Alter Building. The initial work consisting of razing the building is, without doubt, eligible for Federal-Aid participation but eligibility of constructing the proposed new front is so questionable that a Washington office ruling probably must be obtained. Should the Washington office ruling be adverse, as we believe it will, then the entire item would probably revert to non-participating status. It is, therefore, suggested that the item be divided into two items, one for razing, the other for constructing the new front. If this suggestion is followed, participation of the razing item would not be jeopardized by an adverse ruling on the second item.

Very truly yours,

T. H. DAVIS
District Engineer

NOTED
W. C. WILLIAMS
FOR FILING

RECEIVED
APR 26 1950
STATE HIGHWAY COMMISSION
ENGINEERING DEPARTMENT

RECEIVED
1950
FOR FILING

April 21, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Tillamook St.-Broadway Bridge Section, Project No. BH-306 (8).

The usual copies of encroachment agreement with the Union Pacific Company will be sent in the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:cw

Encl.

Oregon State Highway Department — Federal Aid Project No. UI-306 (8)

TILLAMOOK ST.-BROADWAY BRIDGE SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 11, 1950

Roadway (Sta. 292+55.85 to 296+04)
Type Code 9672

All Required		Clearing and Grubbing (10%)	$	$	1,900.00
340	sq. yds.	Removal of Pavement	1.00		340.00
200	sq. yds.	Removal of Walks and Driveways	0.50		100.00
600	lin. ft.	Removal of Curbs	0.25		150.00
1	only	Removal of Inlets	20.00		20.00
50	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures, Loc. A	5.00		250.00
140	cu. yds.	Structural Excavation, Unclassified	5.00		700.00
200	cu. yds.	General Excavation, Loc. A, Unclassified	0.80		160.00
All Required		Finishing Roadbed and Other Areas (10%)			400.00
200	lin. ft.	8" Sewer Pipe	1.00		200.00
180	lin. ft.	Extra for Installing Pipe Under Pavement	4.00		720.00
1	only	Adjustment of Manholes	80.00		80.00
1	only	Adjustment of Catch Inlets	80.00		80.00
1	only	Type "A" Manhole, 10 to 21 feet deep	350.00		350.00
4	only	Concrete Inlets	65.00		260.00
10	cu. yds.	Concrete Curb and Gutter	40.00		400.00
30	sq. yds.	Concrete Walks	2.75		82.50
80	cu. yds.	Concrete Islands	44.00		3,520.00
All Required		Construct Recesses for Traffic Control Markers (50%)			75.00
100	cu. yds.	3" - 0" Material in Base	2.25		225.00
200	cu. yds.	3/4" - 0" Material in Base	3.25		650.00
10	cu. yds.	3" - 0" Material in Cushion Course	3.75		37.50
10	M-gals.	Sprinkling	2.50		25.00
10	lin. ft.	3/4" x 4" Expansion Joints	0.20		2.00
400	tons	Class "B" Asphaltic Concrete	8.50		3,400.00
			Subtotal	$	14,127.00
			10% Engr. & Cont.		1,412.70
			Total	$	15,539.70

Length .065 mile
Cost per mile $239,072.30

Roadway (Sta. 296+04 to 315+10) Code Item 7201

All Required		Clearing and Grubbing (85%)			$ 16,150.00
All Required		Remove Building at 1340 Crosby St.			19,250.00
6,800	sq. yds.	Removal of Pavement		1.00	6,800.00
2,200	sq. yds.	Removal of Walks and Driveways		0.50	1,100.00
2,100	lin. ft.	Removal of Curbs		0.25	525.00
4	only	Removal of Inlets		20.00	80.00
1	only	Removal of Manholes		100.00	100.00
800	cu. yds.	Removal of Miscellaneous Concrete & Masonry Structure, Loc. A		5.00	4,000.00
1,250	cu. yds.	Removal of Miscellaneous Concrete & Masonry Structure, Loc. B		20.00	25,000.00
1,300	lin. ft.	Removal of Rails in Car Track		1.25	1,625.00
1,300	lin. ft.	Removal of Ties in Car Track		1.25	1,625.00
1,760	cu. yds.	Structural Excavation, Unclassified		5.00	8,800.00
58,500	cu. yds.	General Excavation, Location A Unclassified		0.80	46,800.00
18,000	cu. yds.	General Excavation, Location B Unclassified		1.50	27,000.00
7,400	yd. stas.	Short Overhaul		0.03	222.00
176,000	yd. mile	Truck Haul		0.22	28,720.00
3,000	cu. yds.	Excavating and Placing Topsoil		3.00	9,000.00
All Required		Finishing Roadbed & Other Areas (85%)			3,400.00
25	lin. ft.	8" Concrete Drain Pipe		1.00	25.00
2,100	lin. ft.	8" Sewer Pipe		1.00	2,100.00
420	lin. ft.	12" Sewer Pipe		1.75	735.00
900	lin. ft.	15" Sewer Pipe		2.00	1,800.00
60	lin. ft.	15" Extra Strength Corr. Metal Pipe, Protected Invert (Under RR)		5.00	300.00
350	lin. ft.	Extra for Installing Pipe Under Pavement		4.00	1,400.00
4	only	Adjustment of Manholes		80.00	320.00
1	only	Reconstructing Manhole		200.00	200.00
10	only	Type "A" Manhole 5' to 10' Deep		250.00	2,500.00
3	only	Type "A" Manhole 10' to 21' Deep		350.00	1,050.00
36	only	Concrete Inlets		65.00	2,340.00
190	lin. ft.	1½" Copper Water Pipe		3.00	570.00
80	lin. ft.	2" Copper Water Pipe		4.50	360.00
390	cu. yds.	Concrete Curbs and Gutter		40.00	15,600.00
900	sq. yds.	Concrete Walks		2.75	2,475.00
60	cu. yds.	Concrete Islands		44.00	2,640.00
600	lin. ft.	Metal Guard Rail		4.00	2,400.00
6	only	Concrete Sight Posts		10.00	60.00
60	lin. ft.	3' Metal Guard Fence		2.50	150.00
All Required		Constructing Recesses for Traffic Control Markers (30%)			45.00
3,000	cu. yds.	3" - 0" Material in Base		2.25	6,750.00
250	cu. yds.	3/4" - 0" Material in Base		3.25	812.50
340	cu. yds.	½" - 0" Material in Cushion Course		3.75	1,275.00
80	M-gal.	Sprinkling		2.50	200.00

11,000	sq. yds.	Portland Cement Concrete Pavement	$ 3.60	$ 39,600.00
190	lin. ft.	3/4" x 4" Expansion Joints	0.20	38.00
30	lin. ft.	3/4" x 6" Expansion Joints	0.25	7.50
280	lin. ft.	3/4" x 8" Expansion Joints	0.25	70.00
730	lin. ft.	1" x 4" Expansion Joints	0.15	109.50
350	lin. ft.	1" x 8" Expansion Joints	0.15	52.50
6,700	lin. ft.	Contraction Joints	0.05	335.00
90	only	3/4" x 6" Dowel Pins	0.50	45.00
280	only	3/4" x 10" Dowel Pins	0.50	140.00
180	lin. ft.	3/4" x 18" Dowel Bars	0.50	90.00
21,000	lbs.	Tie Bars and Reinforcement	0.15	3,150.00
1,500	tons	Class "B" Asphaltic Concrete	8.50	12,750.00
300	cu. yds.	Excavation for Structures	10.00	3,000.00
10	cu. yds.	Structural Excavation below Elevation Shown	10.00	100.00
4,000	lin. ft.	Treated Piling	1.25	5,000.00
104	only	Drive Piles	35.00	3,640.00
1,000	cu. yds.	Class "A" Concrete	50.00	50,000.00
200,000	lbs.	Metal Reinforcement	0.095	19,000.00
370	sq. yds.	Membrane Waterproofing	5.00	1,850.00
All Required		Lighting (60%)		6,300.00
			Subtotal	$401,582.00
			10% Engr. & Cont.	40,158.20
			Total	$441,740.20

Length 0.361 mile
Cost per mile $1,223,657.06

Interstate Grade Separation Structure
(Sta. 301+94.20) Type Code x721

2,300	cu. yds.	Excavation for Structures	$ 10.00	$ 23,000.00
80	cu. yds.	Structural Excavation below Elevations Shown	10.00	800.00
23,800	lin. ft.	Treated Piling	1.25	29,750.00
622	only	Drive Piling	35.00	21,770.00
3,300	cu. yds.	Class "A" Concrete	50.00	165,000.00
650,000	lbs.	Metal Reinforcement	0.095	61,750.00
1,870	lin. ft.	Metal Rail	9.00	16,830.00
All Required		Lighting (30%)		3,150.00
All Required		Trolley Troughs (50%)		250.00
All Required		Provision for Traffic (10%)		4,500.00
				$326,800.00

Broadway Grade Separation (Sta. 311+19.87)
Type Code No. x721

200	cu. yds.	Excavation for Structures	$ 10.00	$ 2,000.00
10	cu. yds.	Structural Excavation below Elevation Shown	10.00	100.00
800	cu. yds.	Class "A" Concrete	50.00	40,000.00

150,000	lbs.	Metal Reinforcement	$ 0.095	$ 14,250.00
190	lin. ft.	Metal Rail	9.00	1,710.00
All Required		Lighting (10%)		1,050.00
All Required		Trolley Troughs (50%)		250.00
All Required		Providing for Traffic (90%)		40,500.00
All Required		Metal Guard Fence on Structure		300.00
300	lin. ft.	4" Drain Tile	0.90	270.00
				$100,430.00
		Subtotal		$427,230.00
		10% Engr. & Cont.		42,723.00
		Total		$469,953.00

Length of Structures 0.00 mile

SUMMARY OF FUNDS

	Total Cost	Federal Urban Funds	State Funds
Dual Type Pavement	$ 15,539.70	$ 9,050.00	$ 6,489.70
Portland Cement Pavement	441,740.20	257,260.00	184,480.20
Structures	469,953.00	273,690.00	196,263.00
	$927,232.90	$540,000.00	$387,232.90

State Funds for Constr.: Chap 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

January 11, 1930

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of January 4, 1930, we are enclosing one copy of form PR-9, requesting item number 11, Tillamook 36.--Steel Bridge Section, Project No. UL-306 (8), be divided into two program items, the Tillamook 36.--Broadway Bridge Section being assigned Project No. UL-306 (8) and the Broadway Bridge-Steel Bridge Section being assigned Project No. UL-306 (10).

We are also requesting the setup of Federal funds be increased from $640,231 to $940,000 for the two projects, for the reason this increase will permit the setup of funds to be more nearly the permissible Federal Aid ratio.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWWigg
Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

January 11, 1950
(Date)

The following major program change of the individual project is requested:

Oregon (State) | Postwar Federal Aid Urban Highway Program (Previous Program) | (Date of Approval)

COUNTY Multnomah

FA or FAS Route No. FA 43

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	11	UI-306 (8)	Tillamook St. to Steel Bridge	Survey-Plans					
				Right-of-Way					Gr., Dr., 4-lane high-type pavement, 5 structures
				Construction	1,450,000	640,231	809,769		
				Total	1,450,000	640,231	809,769	0.830	
Requested Revision	11	UI-306 (8)	Tillamook St.-Broadway Br.	Survey-Plans Construction	930,000	540,000	390,000	0.361	Gr., Dr., 4-lane high-type pavement, 2 structures (Hwy. Sep.)
	15	UI-306(10)	Broadway Br.-Steel Br.	Right-of-Way					
				Construction	700,000	400,000	300,000	0.372	Gr., Dr., 4-lane high-type pavement, 4 structures (3 Hwy. Sep. & R.R. O'Xing)
				Total	1,630,000	940,000	690,000		

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change:

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

P-3868

January 4, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The additional prints of the advance plans for the Steel Bridge - Broadway Bridge Unit of the Steel Bridge - Tillamook Street Section of the Pacific Highway West now included in the project designated as UI-306(8) under Item 11 of the Federal Aid Urban Program submitted with Mr. Williams' letter of December 29, 1949 have been received and forwarded for review in our Washington Office.

Inasmuch as the Tillamook Street - Broadway Bridge Unit of the work covered by Program Item No. 11 is well underway and considering the magnitude of work involved in the two units, it is suggested that the Steel Bridge - Broadway Bridge Unit be handled as a separate program item and project, designated as UI-306(10). This could be handled as a program change.

We would appreciate your consideration of this suggestion as we believe it would result in considerable saving in work both for the State and this office. As mentioned above, a request for a change in program would be all that is required.

Very truly yours,

T. M. DAVIS
District Engineer

July 18, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Tillamook St.-Steel Bridge (Portland) Section Project No. UI-306 (8) with regard to the right of way statement submitted with the P.S. & E. papers.

We find the statement submitted is incorrect for the reason the easement covering encroachment on the Union Pacific Company's right of way has not been completely executed.

Accordingly we are enclosing four copies of revised of right of way statement, to replace the one submitted previously.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWWend

TILLAMOOK ST.-STEEL BRIDGE (PORTLAND) SECTION

PROJECT NO. UI-306 (8)

All necessary rights of way or rights of entry have been acquired except the easement from the Union Pacific Company covering the portion of their right of way on which encroachment occurs by the highway. It is now believed the easement will be fully executed within fourteen days.

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

July 18, 1949

Oregon State Highway Department — Federal Aid Project No. UI-306 (8)

TILLAMOOK ST.--STEEL BRIDGE SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 12, 1949

Tillamook St.--Broadway Bridge Section

Roadway (Sta. 292+55.85 to 296+04)

Type Code 9672

All Required		Clearing and Grubbing (10%)		$ 500.00
340	sq. yds.	Removal of Pavement	$ 0.60	204.00
200	sq. yds.	Removal of Walks and Driveways	0.50	100.00
600	lin. ft.	Removal of Curbs	0.35	210.00
1	only	Removal of Inlets	15.00	15.00
50	cu. yds.	Removal of Miscellaneous Concrete & Masonry Structures, Loc. A	8.00	400.00
140	cu. yds.	Structural Excavation, Unclassified	5.00	700.00
200	cu. yds.	General Excavation, Loc. A, Unclassified	0.65	130.00
All Required		Finishing Roadbed and Other Areas (10%)		200.00
200	lin. ft.	8-inch Sewer Pipe	1.00	200.00
180	lin. ft.	Extra for Installing Pipe Under Pavement	5.00	900.00
1	only	Adjustment of Manholes	75.00	75.00
1	only	Adjustment of Catch Inlets	30.00	30.00
1	only	Type "A" Manhole, 10 to 21 ft. deep	300.00	300.00
4	only	Concrete Inlets	60.00	240.00
10	cu. yds.	Concrete Curb and Gutter	40.00	400.00
30	sq. yds.	Concrete Walks	3.00	90.00
80	cu. yds.	Concrete Islands	50.00	4,000.00
All Required		Construction Recesses for Traffic Control Markers (50%)		50.00
100	cu. yds.	3" - 0" Material in Base	2.50	250.00
200	cu. yds.	3/4" - 0" Material in Base	3.00	600.00
10	cu. yds.	1" - 0" Material in Cushion Course	4.00	40.00
10	M-gals.	Sprinkling	3.00	30.00
10	lin. ft.	3/4" x 4" Expansion Joints	0.15	1.50
400	tons	Class "B" Asphaltic Concrete	8.50	3,400.00
		Subtotal		$ 13,065.50
		10% Engr. & Cont.		1,306.55
		Total		$ 14,372.05

		Length	.065 mile	
		Cost per mile	$221,108.46	

Roadway (Sta. 296+04 to 315+10) Code Type 7201

All Required		Clearing and Grubbing (85%)		$ 4,250.00
All Required		Remove Building at 1340 Crosby St.		2,000.00
6,800	sq. yds.	Removal of Pavement	$ 0.60	4,080.00
2,200	sq. yds.	Removal of Walks and Driveways	0.50	1,100.00
2,100	lin. ft.	Removal of Curbs	0.35	735.00
4	only	Removal of Inlets	15.00	60.00
1	only	Removal of Manholes	50.00	50.00
800	cu. yds.	Removal of Miscellaneous Concrete & Masonry Structures, Loc. A	8.00	6,400.00
1,250	cu. yds.	Removal of Miscellaneous Concrete & Masonry Structures, Loc. B	15.00	18,750.00
1,300	lin. ft.	Removal of Rails in Car Track	1.00	1,300.00
1,300	lin. ft.	Removal of Ties in Car Track	1.00	1,300.00
1,760	cu. yds.	Structural Excavation, Unclassified	5.00	8,800.00
58,500	cu. yds.	General Excavation, Loc. A, Unclassified	0.65	38,025.00
18,000	cu. yds.	General Excavation, Loc. B, Unclassified	1.20	21,600.00
7,400	yd. stas.	Short Overhaul	0.03	222.00
176,000	yd. mi.	Truck Haul	0.15	26,400.00
3,000	cu. yds.	Excavating and Placing Topsoil	1.50	4,500.00
All Required		Finishing Roadbed and Other Areas (85%)		1,700.00
25	lin. ft.	8-inch Concrete Drain Pipe	1.00	25.00
2,100	lin. ft.	8-inch Sewer Pipe	1.00	2,100.00
420	lin. ft.	12-inch Sewer Pipe	1.75	735.00
900	lin. ft.	15-inch Sewer Pipe	2.25	2,025.00
60	lin. ft.	15-inch Extra Strength Corrugated Metal Pipe, Protected Invert (Under RR)	5.00	300.00
350	lin. ft.	Extra for Installing Pipe Under Pavement	5.00	1,750.00
4	only	Adjustment of Manholes	75.00	300.00
1	only	Reconstructing Manhole	150.00	150.00
10	only	Type "A" Manhole 5' to 10' deep	175.00	1,750.00
3	only	Type "A" Manhole 10' to 21' deep	300.00	900.00
36	only	Concrete Inlets	60.00	2,160.00
190	lin. ft.	1½-inch Copper Water Pipe	1.25	237.50
80	lin. ft.	2-inch Copper Water Pipe	1.50	120.00
390	cu. yds.	Concrete Curbs and Gutter	40.00	15,600.00
900	sq. yds.	Concrete Walks	3.00	2,700.00
60	cu. yds.	Concrete Islands	50.00	3,000.00
600	lin. ft.	Metal Guard Rail	3.00	1,800.00
6	only	Concrete Sight Posts	7.50	45.00
60	lin. ft.	3' Metal Guard Fence	3.00	180.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		30.00
3,000	cu. yds.	3" - 0" Material in Base	2.50	7,500.00
250	cu. yds.	3/4" - 0" Material in Base	3.00	750.00
340	cu. yds.	½" - 0" Material in Cushion Course	4.00	1,360.00

80	M-gals.	Sprinkling	$ 3.00	$ 240.00
11,000	sq. yds.	Portland Cement Concrete Pavement	3.60	39,600.00
190	lin. ft.	3/4" x 4" Expansion Joints	0.15	28.50
30	lin. ft.	3/4" x 6" Expansion Joints	0.25	7.50
280	lin. ft.	3/4" x 8" Expansion Joints	0.25	70.00
730	lin. ft.	1" x 4" Expansion Joints	0.15	109.50
350	lin. ft.	1" x 8" Expansion Joints	0.20	70.00
6,700	lin. ft.	Contraction Joints	0.06	402.00
90	only	3/4" x 6" Dowel Pins	0.40	36.00
280	only	3/4" x 10" Dowel Pints	0.50	140.00
180	only	3/4" x 18" Dowel Bars	0.60	108.00
21,000	lbs.	Tie Bars and Reinforcement	0.12	2,520.00
1,500	tons	Class "B" Asphaltic Concrete	8.50	12,750.00
300	cu. yds.	Excavation for Structures	5.00	1,500.00
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
4,000	lin. ft.	Treated Piling	1.50	6,000.00
104	only	Drive Piles	60.00	6,240.00
1,000	cu. yds.	Class "A" Concrete	60.00	60,000.00
200,000	lbs.	Metal Reinforcement	0.11	22,000.00
370	sq. yds.	Membrane Waterproofing	3.00	1,110.00
All Required		Lighting (60%)		1,800.00
			Subtotal	$341,571.00
			10% Engr. & Cont.	34,157.10
			Total	$375,728.10
		Length	0.361	
		Cost per mile	$1,040,798.06	

Interstate Grade Separation Structure

(Sta. 301+94.20) Type Code X721

2,300	cu. yds.	Excavation for Structures	$ 5.00	$ 11,500.00
80	cu. yds.	Structural Excavation Below Elevations Shown	5.00	400.00
23,800	lin. ft.	Treated Piling	1.50	35,700.00
622	only	Drive Piling	60.00	37,320.00
3,300	cu. yds.	Class "A" Concrete	60.00	198,000.00
650,000	lbs.	Metal Reinforcement	0.11	71,500.00
1,870	lin. ft.	Metal Rail	12.00	22,440.00
All Required		Lighting (30%)		900.00
All Required		Trolley Troughs (50%)		750.00
All Required		Provision for Traffic (10%)		4,000.00
				$382,510.00

Broadway Grade Separation (Sta. 311+19.87)

Type Code No. X721

200	cu. yds.	Excavation for Structures	$ 5.00	$ 1,000.00
10	cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00

800	sq. yds.	Class "A" Concrete	$60.00	$ 48,000.00
150,000	lbs.	Metal Reinforcement	0.11	16,500.00
190	lin. ft.	Metal Rail	12.00	2,280.00
All Required		Lighting (10%)		300.00
All Required		Trolley Troughs (30%)		750.00
All Required		Providing for Traffic (90%)		36,000.00
All Required		Metal Guard Fence		750.00
300	lin. ft.	4-inch Drain Tile	0.50	150.00
				$105,780.00
		Subtotal		$488,290.00
		10% Engr. & Cont.		48,829.00
		Total		$537,119.00

SUMMARY OF FUNDS

Item	Total Cost	Federal Urban Funds	State Funds
Dual Type Pavement	$ 14,372.05	$ 6,975.00	$ 7,397.05
Portland Cement Pavement	373,728.10	182,349.00	193,379.10
Structures	537,119.00	260,676.00	276,443.00
	$927,219.15	$450,000.00	$477,219.15

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

July 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project UI-306(8), Tillamook Street-Broadway Bridge Unit of the Tillamook-Steel Bridge Section, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit copies of the agreement with the railroad as soon as possible.

Concurrence in award will be withheld pending advice that all right-of-way or rights-of-entry have been obtained and until agreement is reached regarding the matters discussed in our letter of July 18.

The usual copies of resolution by the City Council regarding encroachments, etc., should be submitted prior to preparation of the project agreement.

When submitting the project agreement estimate, please eliminate the temporary non-participating concrete island Station 292-296. Also in order to avoid confusion it seems desirable to refer to the subdivisions of the Tillamook Street-Steel Bridge "Section" as "Units" as indicated above rather than "Sections".

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 25 [illegible]
OREGON
STATE HIGHWAY COMMISSION

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXX

July 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

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When submitting the project agreement estimate, please eliminate the temporary non-participating concrete island Station 292-296. Also in order to avoid confusion it seems desirable to refer to the subdivisions of the Tillamook Street-Steel Bridge "Section" as "Units" as indicated above rather than "Sections".

Very truly yours,

T. H. DAVIS
District Engineer

July 28, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of a letter sent to prospective bidders, on the Tillamook St.-Broadway Bridge Section, Project No. UI-906 (8), correcting the quantity for bid item number 61, "Cedar Wearing Surface," this change not reflecting in the P.S. & E. estimate, however, as the item is non-participating.

Six prints of the plan quantity summary sheet are being sent under separate cover, showing correction for the above item and likewise the non-participating quantity for the item "Concrete Islands."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

...ISSIONERS
...ANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 19, 1949

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Tillamook Street-Broadway
Bridge Section, F. A. UI-306 (8)

This will confirm delivery to you on July 18 of revised Sheets 55, 56 and 57 of the Special Provisions for the above job. These sheets are to be inserted in the proposal forms which you have. The revisions contained in these sheets, over the originals previously sent you, modify the requirements for railroad protection on the job.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG:gm
cc J. W. Nash

Printed Special Provisions Relating to Employment of Labor, Subcontracting, Etc.:

The contractor's attention is directed to the printed "Additional Contract Provisions" and "Additional Special Provisions" which are bound herewith and which apply particularly to the employment of labor, subcontracting, transportation tax refund, alterations in details of construction, etc. Those printed special provisions are a part of the special provisions of the contract the same as are the typewritten and/or mimeographed special provisions bound herein, and they shall apply with the same force and effect.

Employment Agency:

The employment lists from which the labor for this project is to be selected will be prepared by the Oregon State Employment Service at Portland.

Protection for Railroad Property:

A part of the property to be occupied by the structures and roadways of the project is under lease by agreement between the State of Oregon and the Union Pacific Company. Work adjacent to or within railroad property or right of way lines shall be subject to the following requirements.

Viaduct Clearances: Finished structure clearance lines shall be as shown on the plans; but, during construction, viaduct minimum horizontal clearances may be reduced to not less than seven (7) feet six (6) inches below elevation of three (3) feet above top of rail of the railroad companies' eastbound main track, and not less than eight (8) feet six (6) inches above elevation of three (3) feet and below elevation of twenty-four (24) feet above said top of rail.

Explosives, Etc.: Contractor shall not place any explosive or combustible material upon, along, or about the premises of the railroad companies, nor erect any structure thereon except those shown on the plans and temporary falsework therefor, nor cause or permit the view along the tracks of railroad companies to be obstructed, nor obstruct or interfere with the drainage ditches of the railroad companies.

Use of Equipment: Contractor or subcontractors shall not operate or use mechanical equipment of any kind (including, but not limited to, vehicles, tractors, and lifting devices) on railroad property or any part thereof below the surface of the highway and viaduct without first obtaining the written consent of the railroad companies, expressed by the general manager, superintendent, or resident engineer. The contractor shall and will pay the railroad companies the entire expense of such additional watchmen and flagmen as, in the judgment of the railroad companies, may be necessary to afford adequate protection if such equipment is used or operated below the level of the highway and viaduct.

Use of Tracks: It is understood and agreed that the tracks of the railroad companies at and in the vicinity of the project will be in constant use during the progress of work on the project and that movement or stoppage of trains may cause delays to the contractor. The contractor hereby assumes

the risk of any and all such delays, and contractor shall hold harmless the railroad companies and Southern Pacific Company against any and all loss and damage resulting from such delays.

Users of Track: Southern Pacific Company, a corporation, and any other railroad company lawfully using the railroad companies' tracks shall be entitled in common with the railroad companies and telegraph company to the benefit of each and all of the protective provisions contained herein.

Insurance: Contractor shall, before beginning work, furnish and deliver to the railroad companies, without expense to the railroad companies or telegraph company, public liability and property damage insurance in favor of the railroad companies and telegraph company and Southern Pacific Company, providing for a limit of not less than Two Hundred Fifty Thousand Dollars ($250,000.00) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of Five Hundred Thousand Dollars ($500,000.00) for all damages arising out of bodily injuries to or death of more than one person in any one accident; and providing for a limit of not less than Two Hundred Fifty Thousand Dollars ($250,000.00) for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit, a total or aggregate limit of Five Hundred Thousand Dollars ($500,000.00) for all damages arising out of injury to or destruction of property during the period of work. The policy or policies of insurance shall be duly issued by a reliable insurance company authorized to do business in the State of Oregon and satisfactory to the railroad companies; shall be in form, substance and effect satisfactory to the railroad companies, and shall be delivered to and remain in the possession of the railroad companies. The terms "person" and "persons" as herein used shall include passengers of the railroad companies and employees of the railroad companies and telegraph company and Southern Pacific Company or any of them, as well as other persons, and the term "property" as herein used shall include property of or in the custody of the railroad companies and telegraph company and Southern Pacific Company or any of them as well as other property.

Notices: Contractor shall, before commencing any work on or in close proximity to said railroad property, give the railroad company and/or telegraph company reasonable notice of the time when such work will commence, and cooperate with said railroad and/or telegraph companies' representatives in every reasonable way for the adequate protection of said companies' facilities and operations during the progress of the work.

Damages: Contractor shall assume full responsibility for all and any damage caused by the contractor's activities to railroad structures, roadbed, ballast, ties and/or track, to all telegraph, telephone and signal lines, and to any other property of the railroad or telegraph companies, and reimburse the railroad companies and/or telegraph company for their costs in repairing such damages upon the rendition of bills therefor.

Watchmen and Flagmen: That part of the provisions given in Article 1.7.11 of the standard specifications which require the contractor to "at his own expense provide such trackwalkers and flagmen as the said owners and officials may deem necessary for the adequate protection of the railroad

property and train service" is hereby waived and is not to apply to the work to be done under the contract; and in lieu thereof the following provision shall apply:

"All watchmen, flagmen and inspectors (as employees of the railroad company) who are considered by the railroad company as necessary to protect railroad operations from hazards normally accruing by reason of the work required under the contract will be furnished by the railroad without cost to the contractor. If, however, the contractor conducts his operations in a manner which, in the judgment of the railroad company or the engineer, requires special watchmen, flagmen and/or inspectors, such special employees will be supplied by the railroad company and the contractor shall, at his own expense, reimburse the railroad company for such special watchmen, flagmen and/or inspectors."

Railroad Companies: The term "railroad companies or railroad company" as used herein shall mean the Oregon-Washington Railroad and Navigation Company, an Oregon corporation, and its lessee, Union Pacific Company, a Utah corporation.

TILLAMOOK ST.-BROADWAY BRIDGE SECTION

PROJECT NO. UI-306 (2)

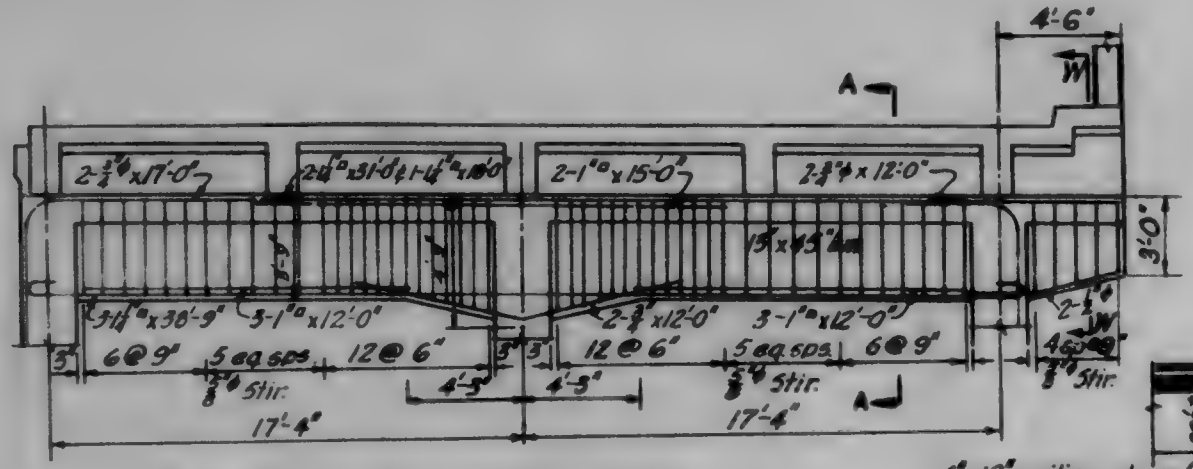
All necessary rights of way or rights of entry have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

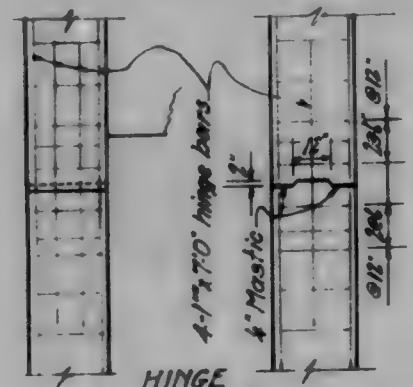
W. C. Williams
Assistant State Highway Engineer

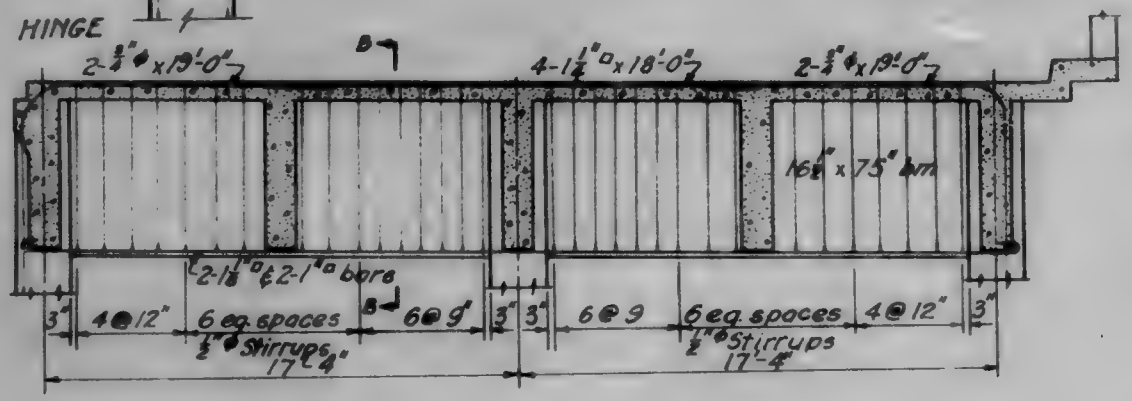
July 12, 1949



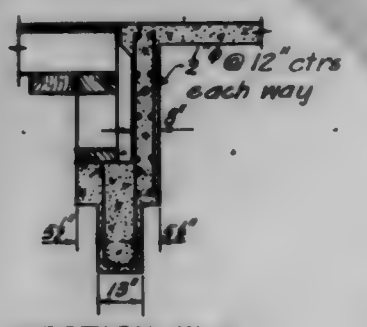
CROSSBEAM AT BENT 1
Station 292+55 [52]

Hinge all columns in Bent 1
5'-0" below top of cross beam.



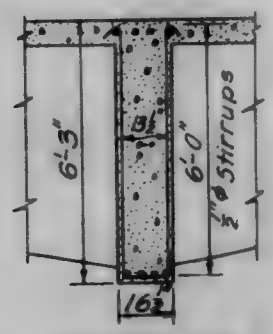


CROSSBEAM AT BENTS 2 & 3
Stations 292+99 [32] + 293+42 [72]

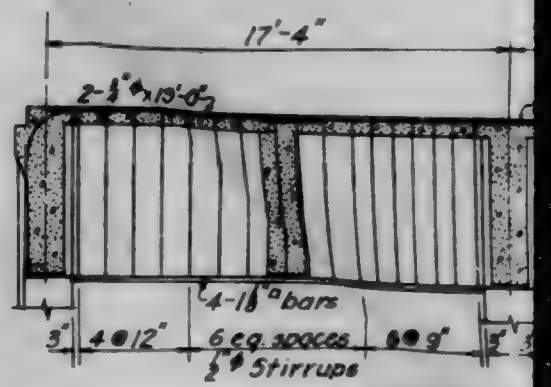


SECTION A-A

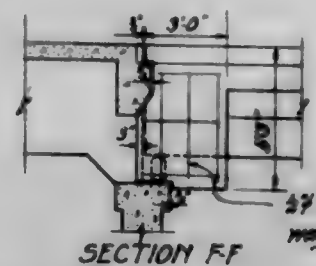
SECTION W-W



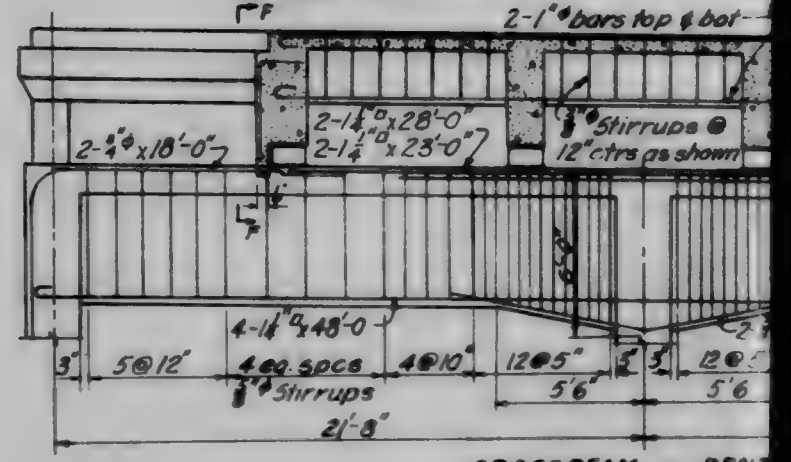
SECTION B-B



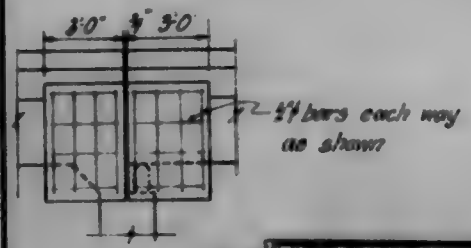
CROSSBEAM AT
Stations 294+

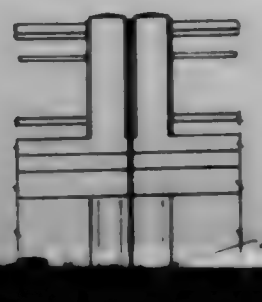


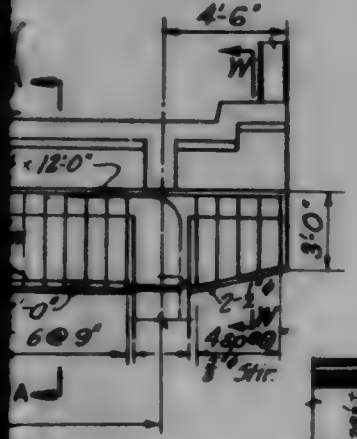
SECTION F-F

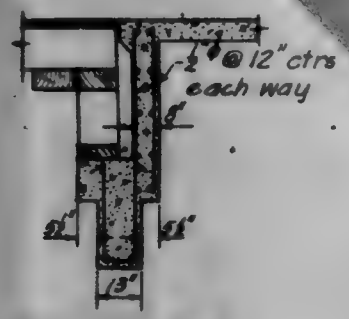


CROSSBEAM AT BENT
Station 295+36 [24]
Scale ¼"=1'-0"

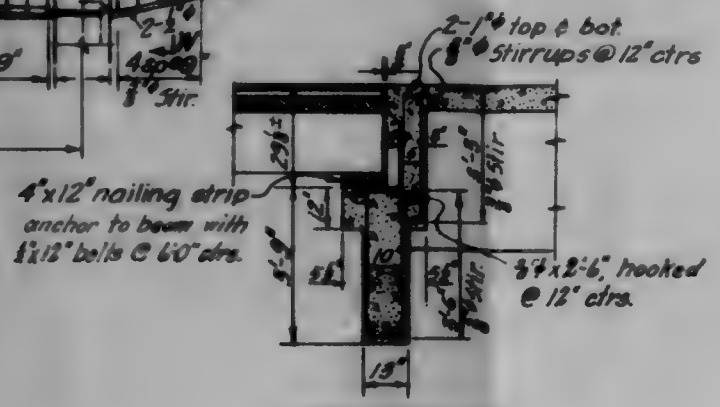




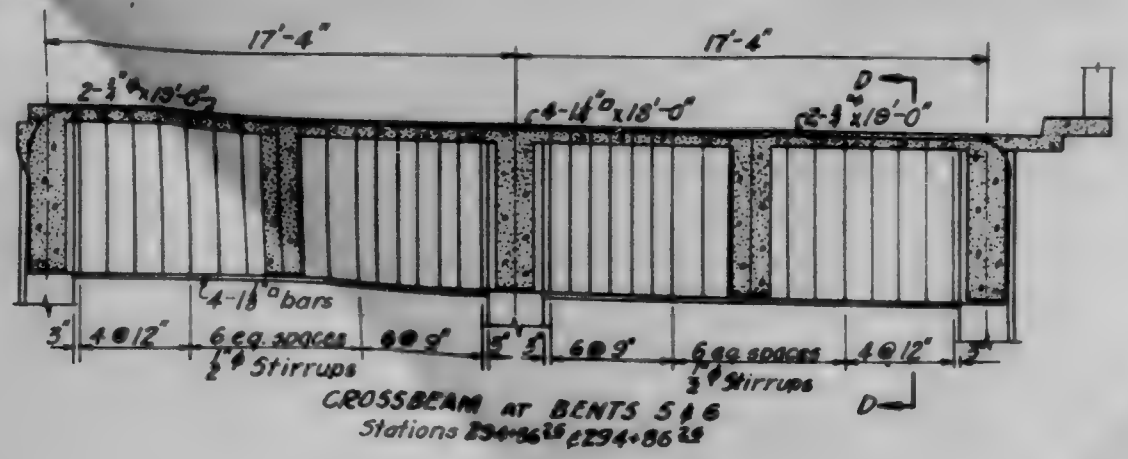




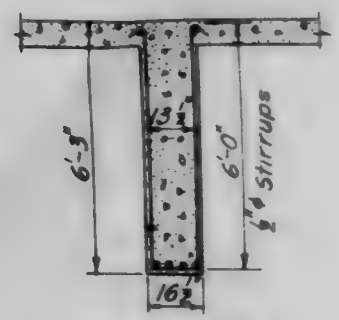
SECTION W-W



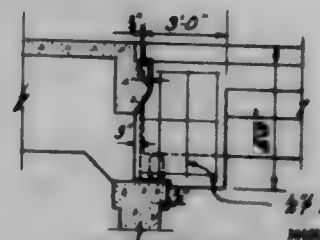
SECTION A-A



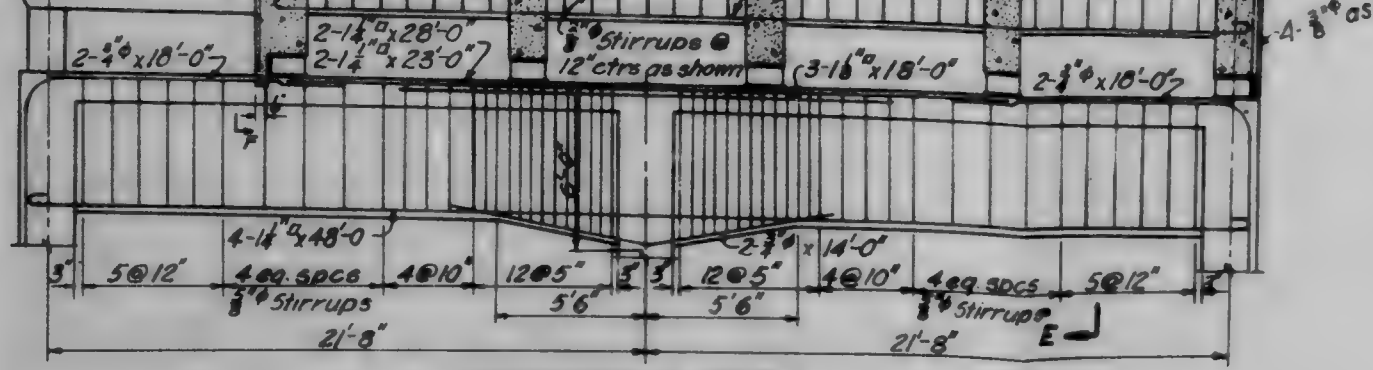
CROSSBEAM AT BENTS 5 & 6
Stations 294+86 25 & 294+86 25



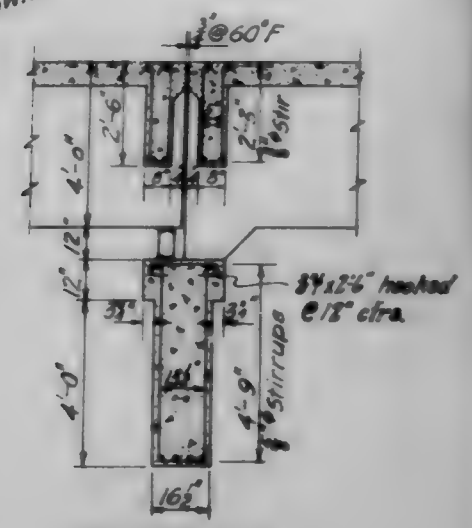
SECTION D-D



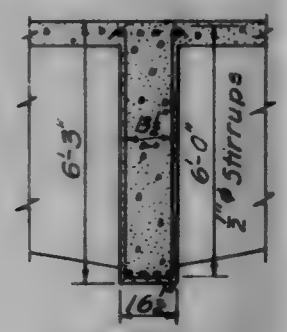
SECTION F-F



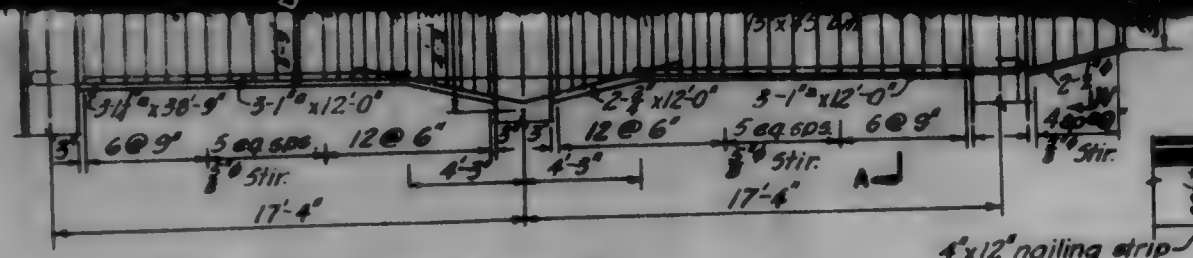
CROSSBEAM AT BENT 7
Station 295+56 28
Scale 1/4"=1'-0"



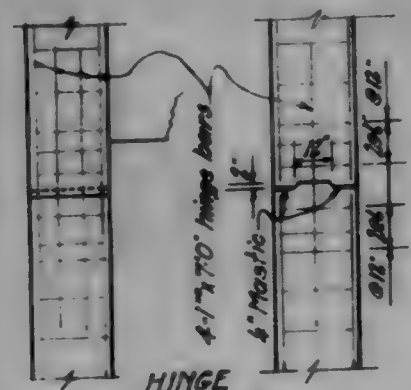
SECTION E-E
Scale 3/8"=1'-0"



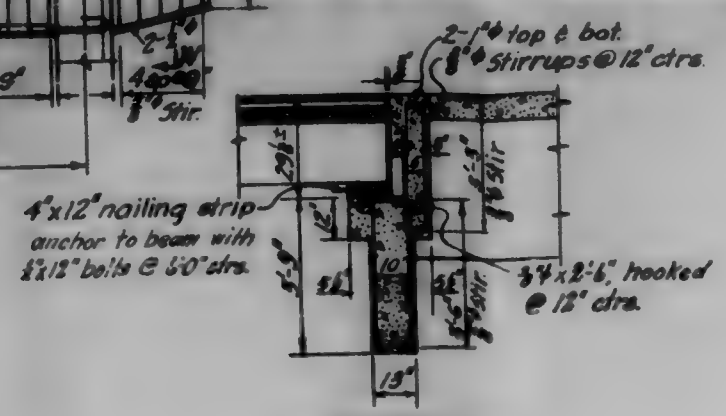
SECTION B-B



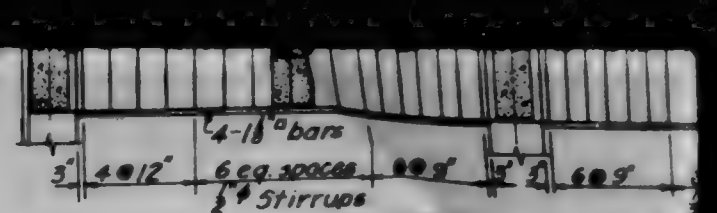
CROSSBEAM AT BENT 1
Station 292+55 42



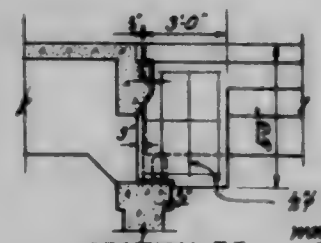
Hinge all columns in Bent 1
5'-0" below top of cross beam.



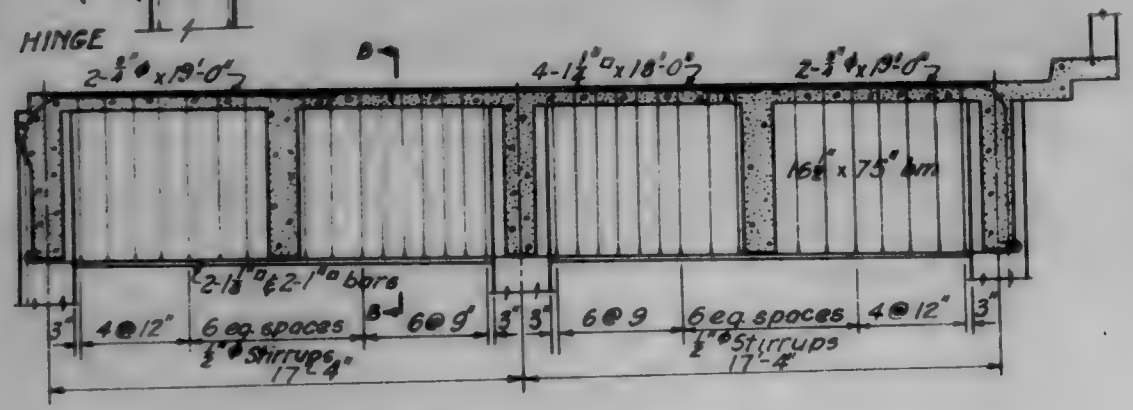
SECTION A-A



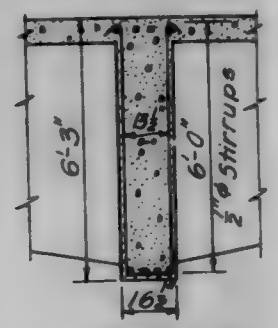
CROSSBEAM AT BENTS 5 &
Stations 294+86.35 & 294+86.2



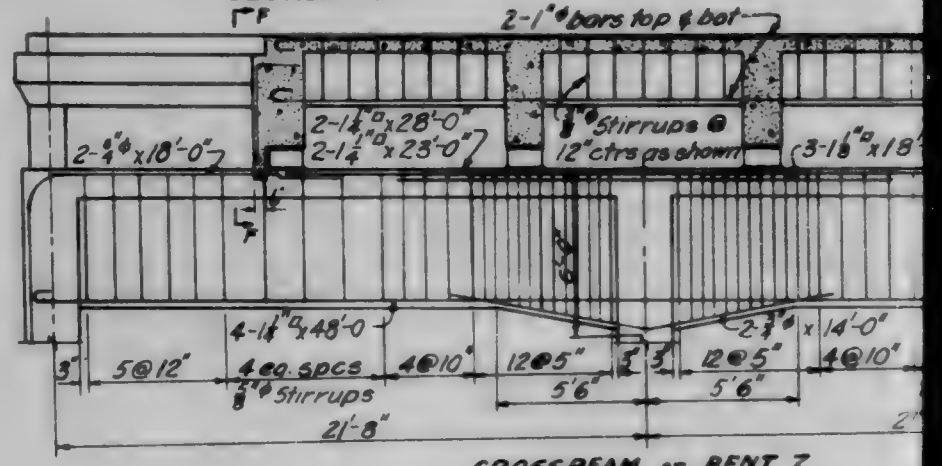
SECTION F-F



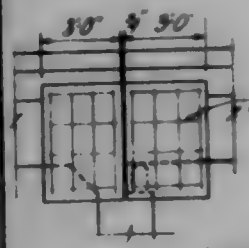
CROSSBEAM AT BENTS 2 & 3
Stations 292+99.83 & 293+42.12

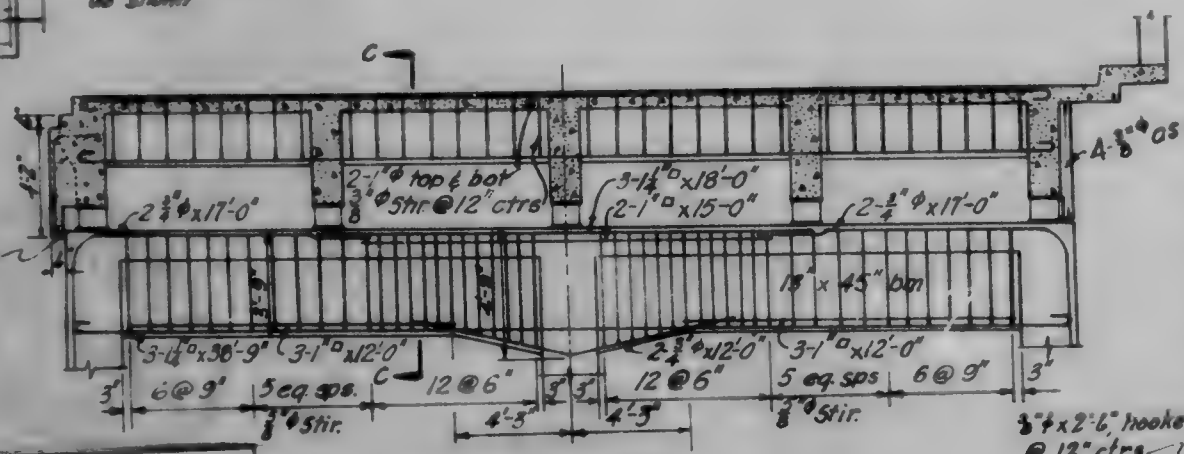


SECTION B-B



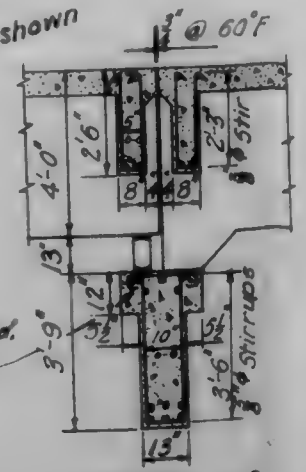
CROSSBEAM AT BENT 7
Station 295+56.24
Scale ½"=1'-0"



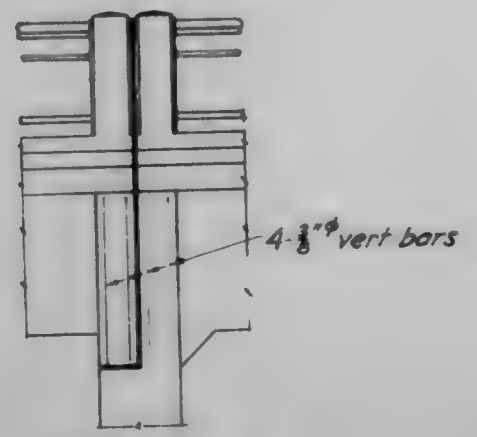


CROSSBEAM AT BENT 4
Station 293+86.26

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0".
INDICATED SCALE ½"=10'-0"
SHOULD BE READ ½"=20'-0"



SECTION C-C

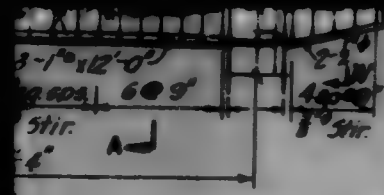


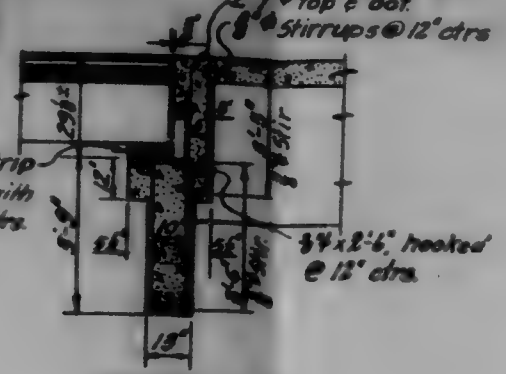
ELEVATION
TYPICAL EXPANSION BENT

Approved

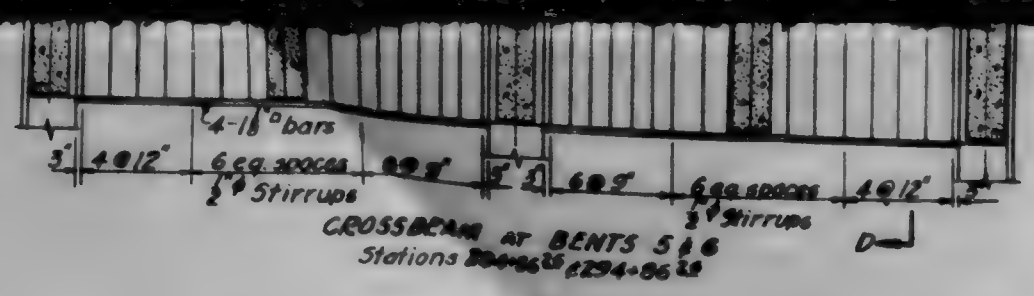
Bridge Engineer

Revised 12-7-49 R.T.S.

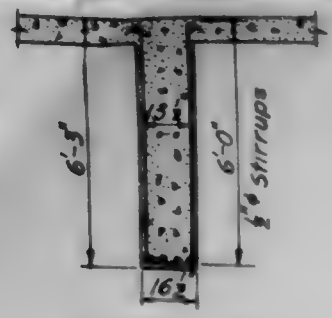




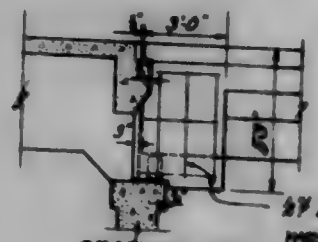
SECTION A-A



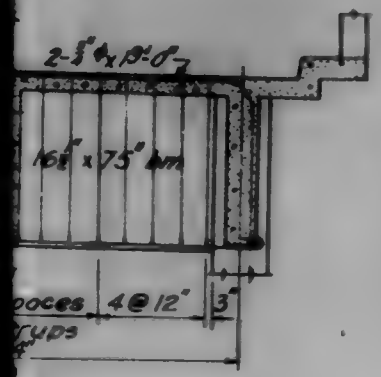
CROSSBEAM AT BENTS 5 & 6
Stations 293+06.25 & 294+06.25

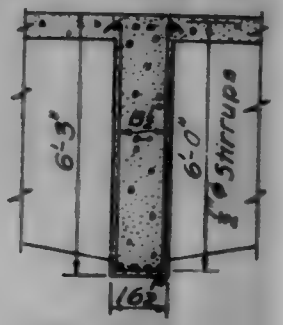


SECTION D-D

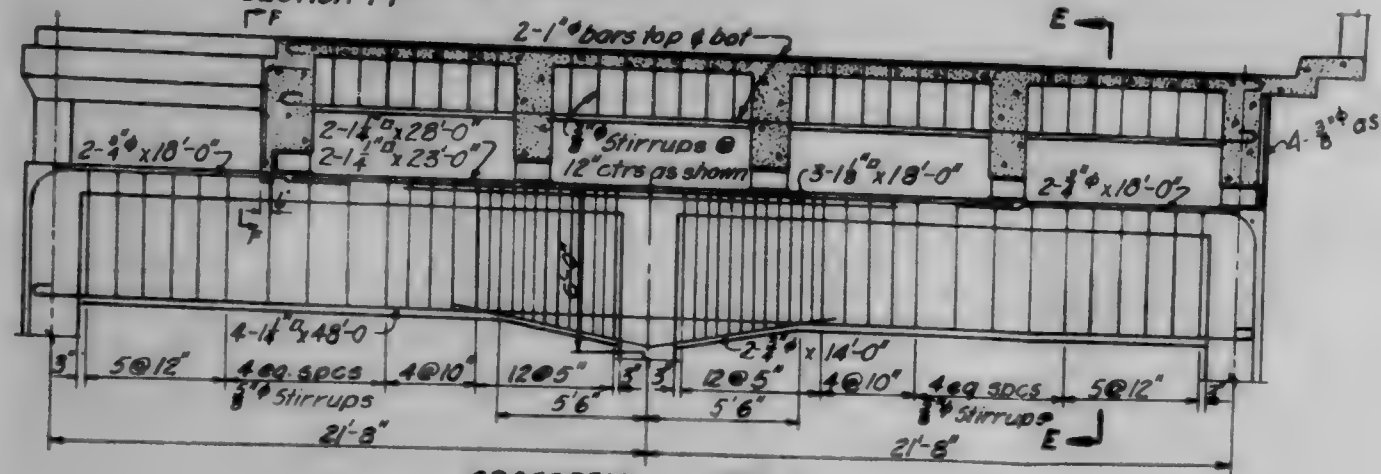


SECTION F-F

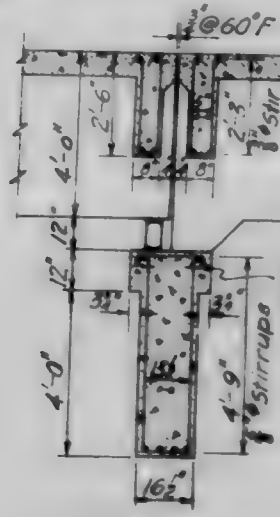




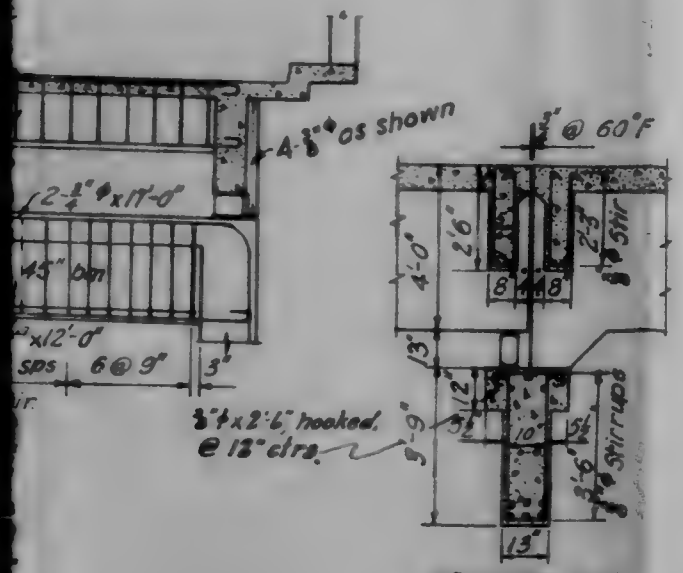
SECTION B-B



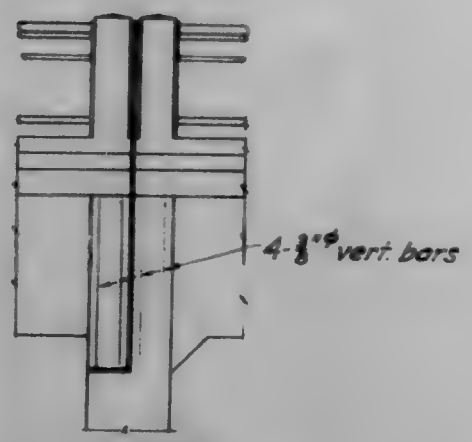
CROSSBEAM AT BENT 7
Station 295+36.25
Scale ½"=1'-0"



SECTION E-E
Scale ⅜"=1'-0"



SECTION C-C



ELEVATION
TYPICAL EXPANSION BENT

Approved:

Bridge Engineer

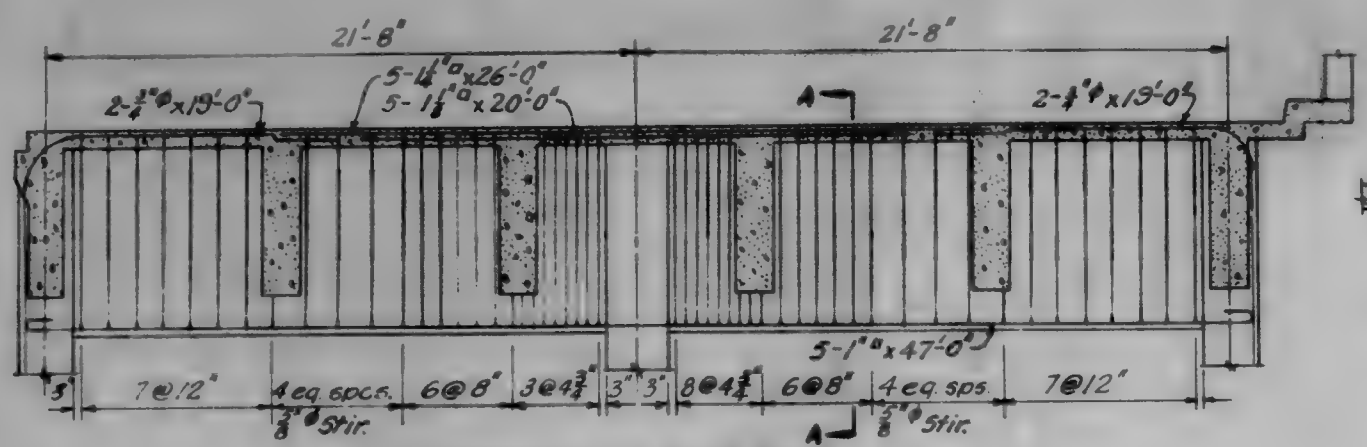
Revised 12-7-49 R.T.S.

Revised 10-24-49 R.T.S.

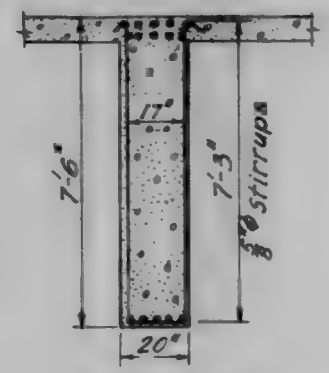
OREGON
STATE HIGHWAY COMMISSION

INTERSTATE AVE. GRADE SEPARATION
CROSSBEAM DETAILS

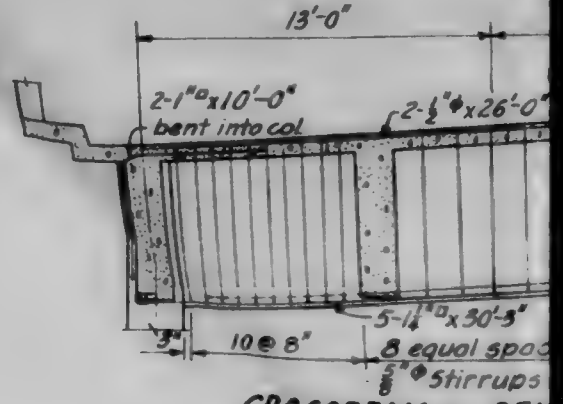
SCALE AS NOTED	DRAWN BY R.T.S.	SHEET 11 OF 18
AUG. 24, 1948	TRACED BY J.M.T.	BRIDGE NO. 7115
CHECKED BY		DRAWING NO. 9013



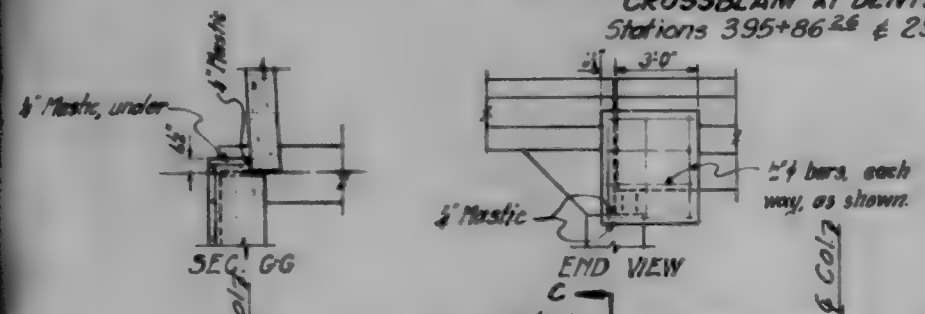
CROSSBEAM AT BENTS 8 & 9
Stations 395+86.26 & 296+36.26

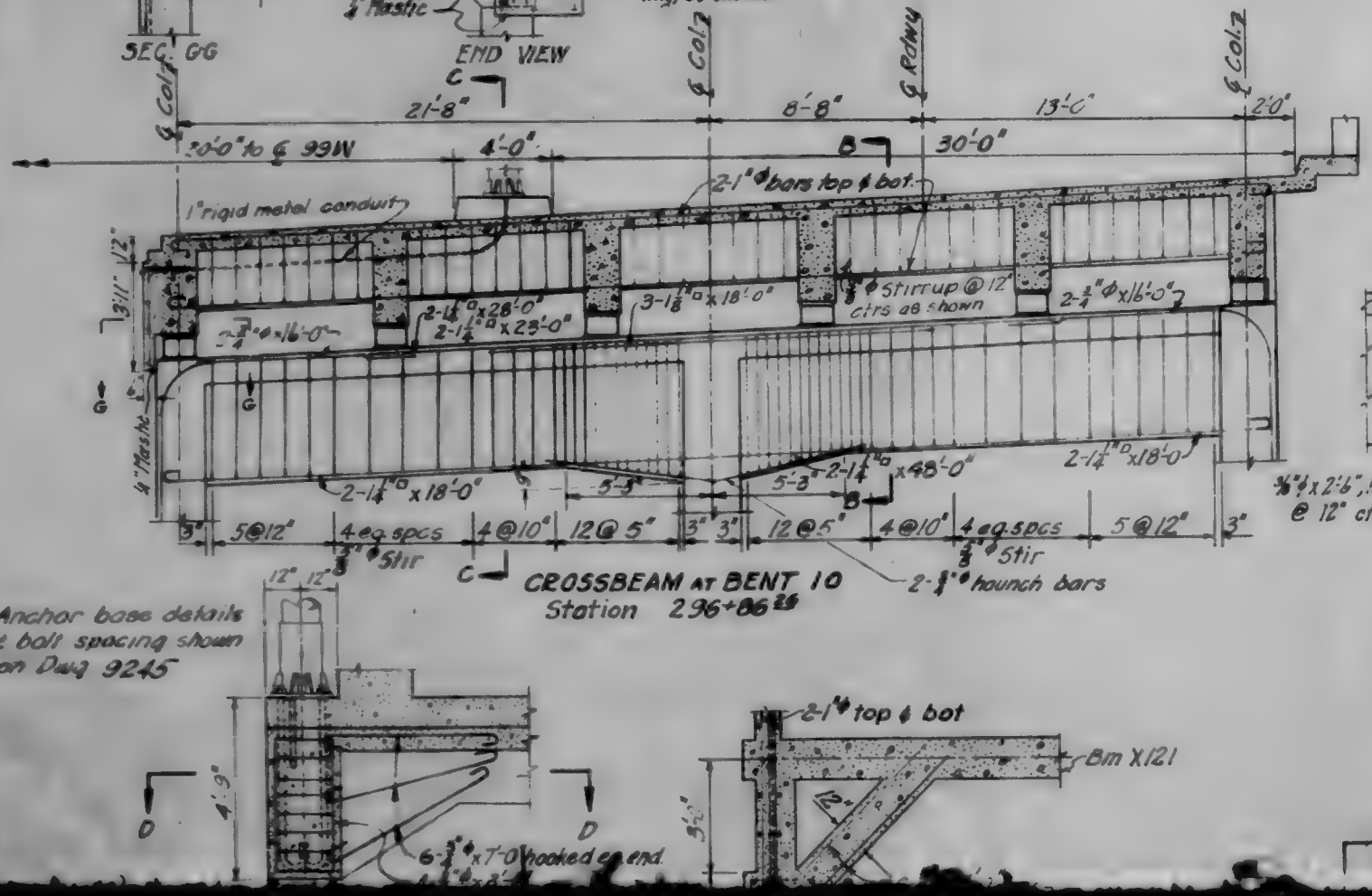


SECTION A-A



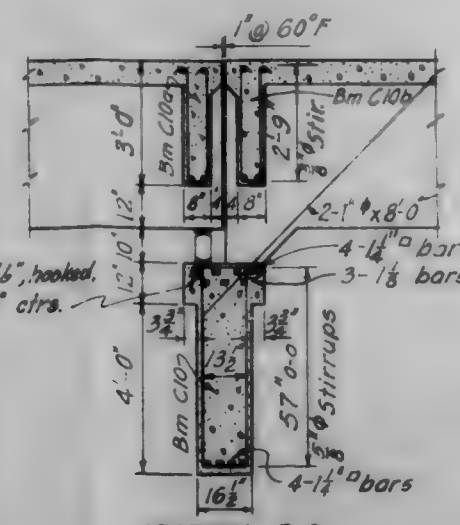
CROSSBEAM AT BEN
Stations 297+36.26, 297+86



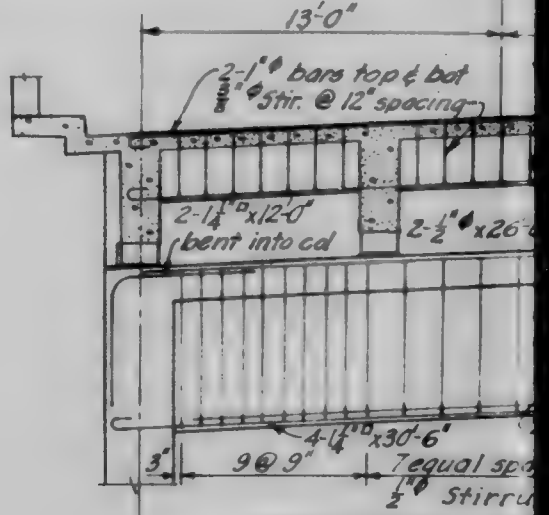


CROSSBEAM AT BENT 10
Station 296+86.26

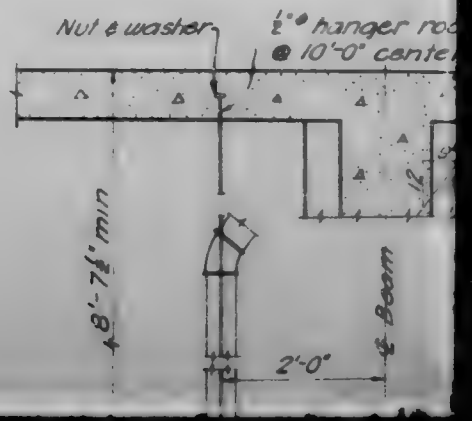
Anchor base details & bolt spacing shown on Dwg 9245



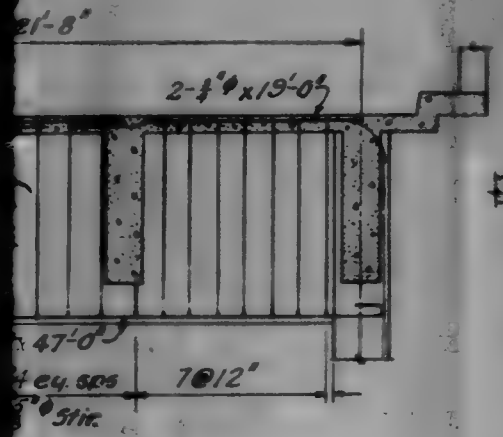
SECTION B-B

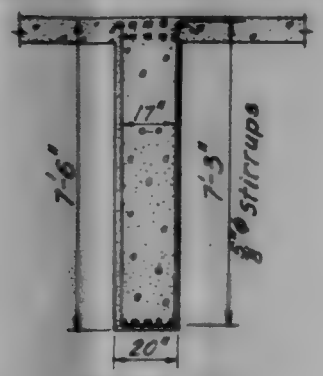


CROSSBEAM AT BE
Stations 298+36.26

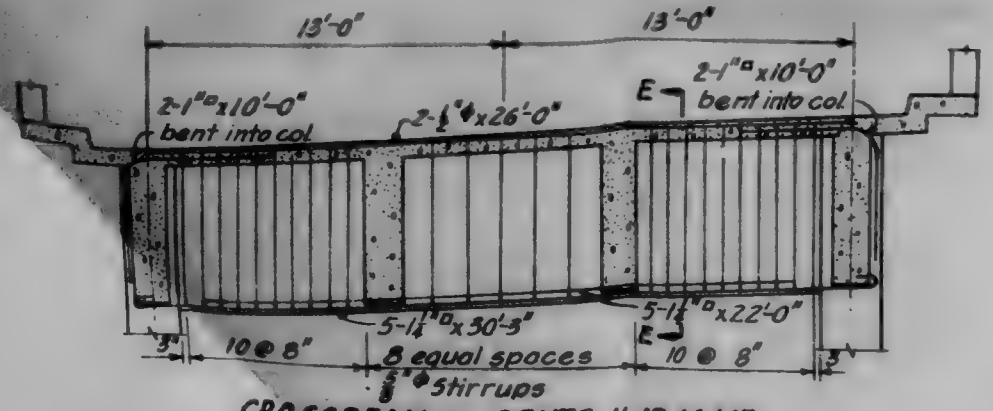


½"ø hanger rods @ 10'-0" centers. Nuts & washers on top.

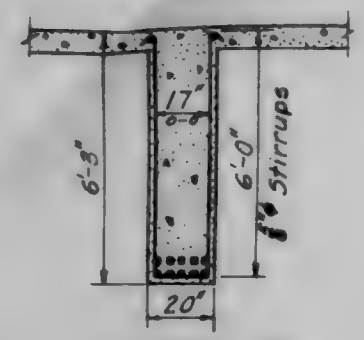




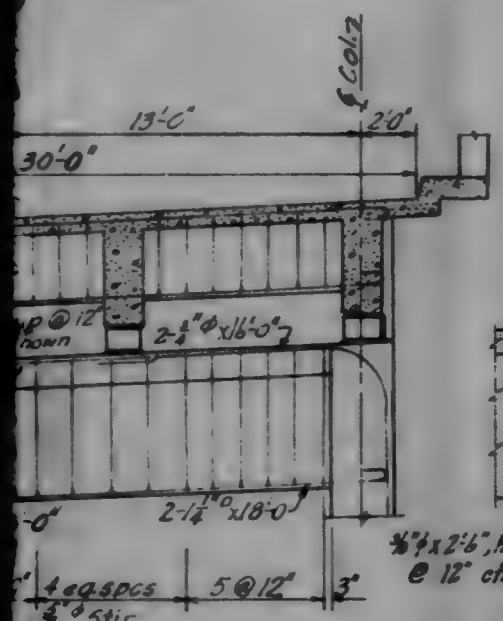
SECTION A-A

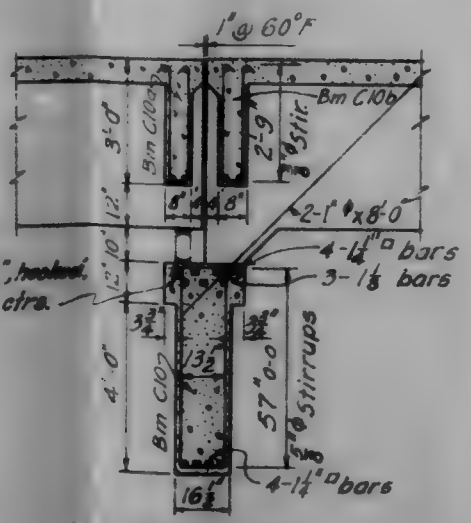


CROSSBEAM AT BENTS 11, 12, 14 & 15
Stations 297+36 26, 297+86 26, 298+86 26 & 299+36 26

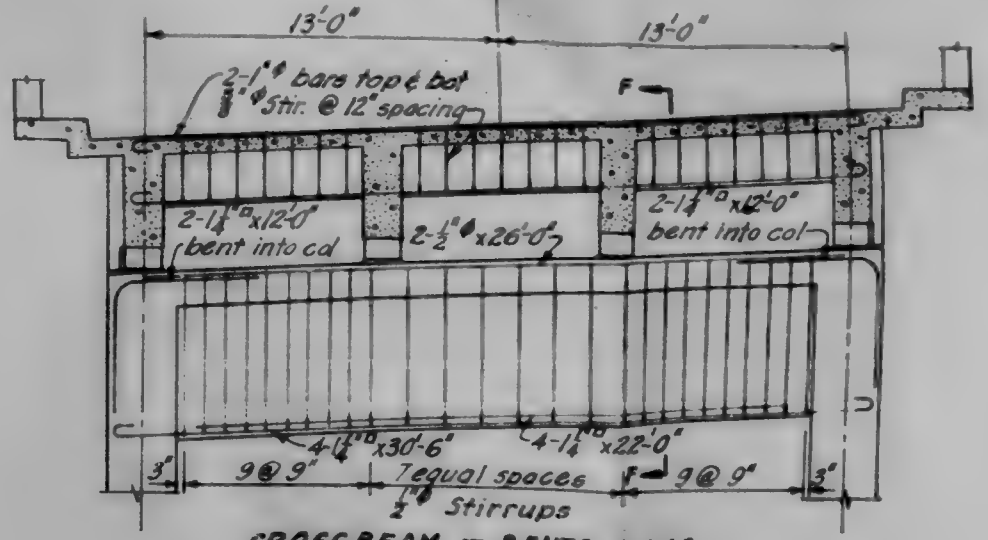


SECTION E-E

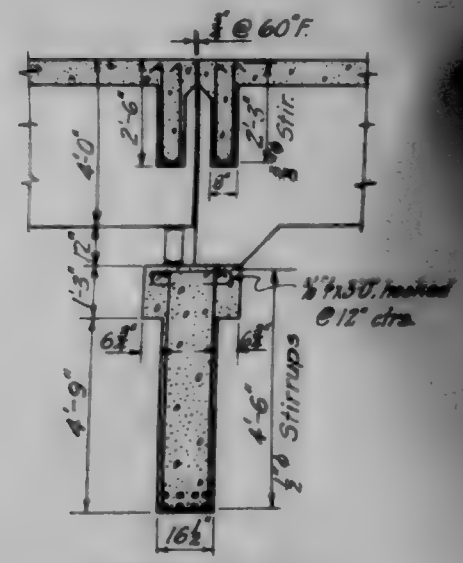




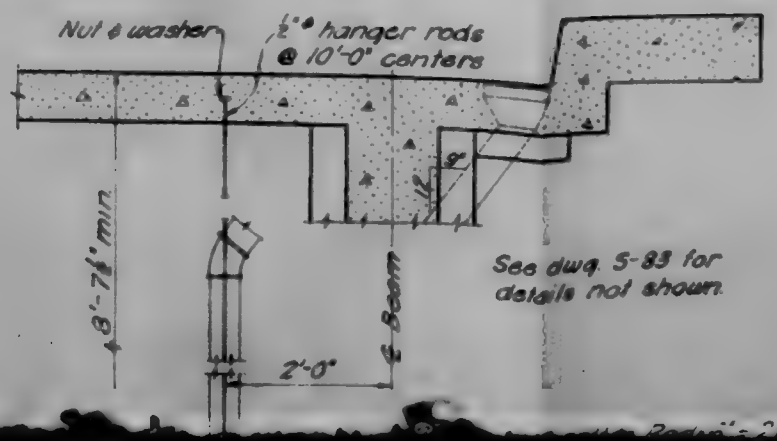
SECTION B-B



CROSSBEAM AT BENTS 13 & 16
Stations 298+36 2.6 & 299+86 26



SECTION F-F



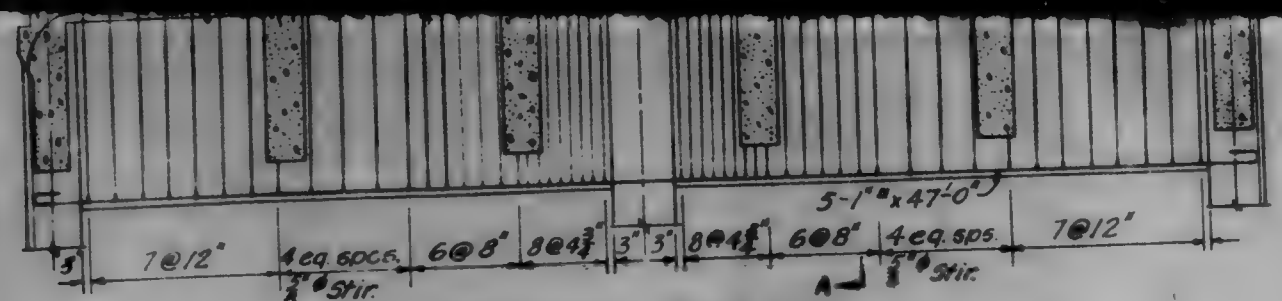
See dwg. 5-83 for details not shown.

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 3/4"=1'-0"
SHOULD BE READ 3/8"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

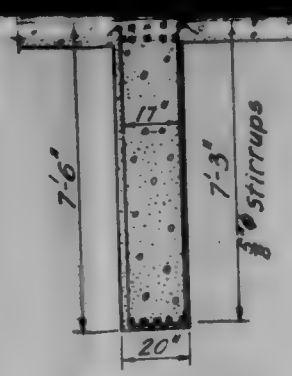
Bm X121

1"ϕ hanger rods @ 10'-0" centers. Nuts & washers on top.

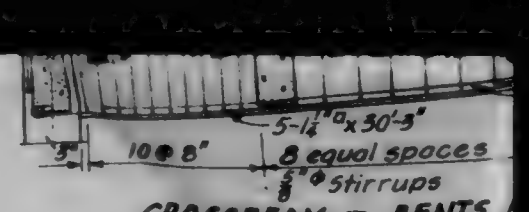
1'-0" bars



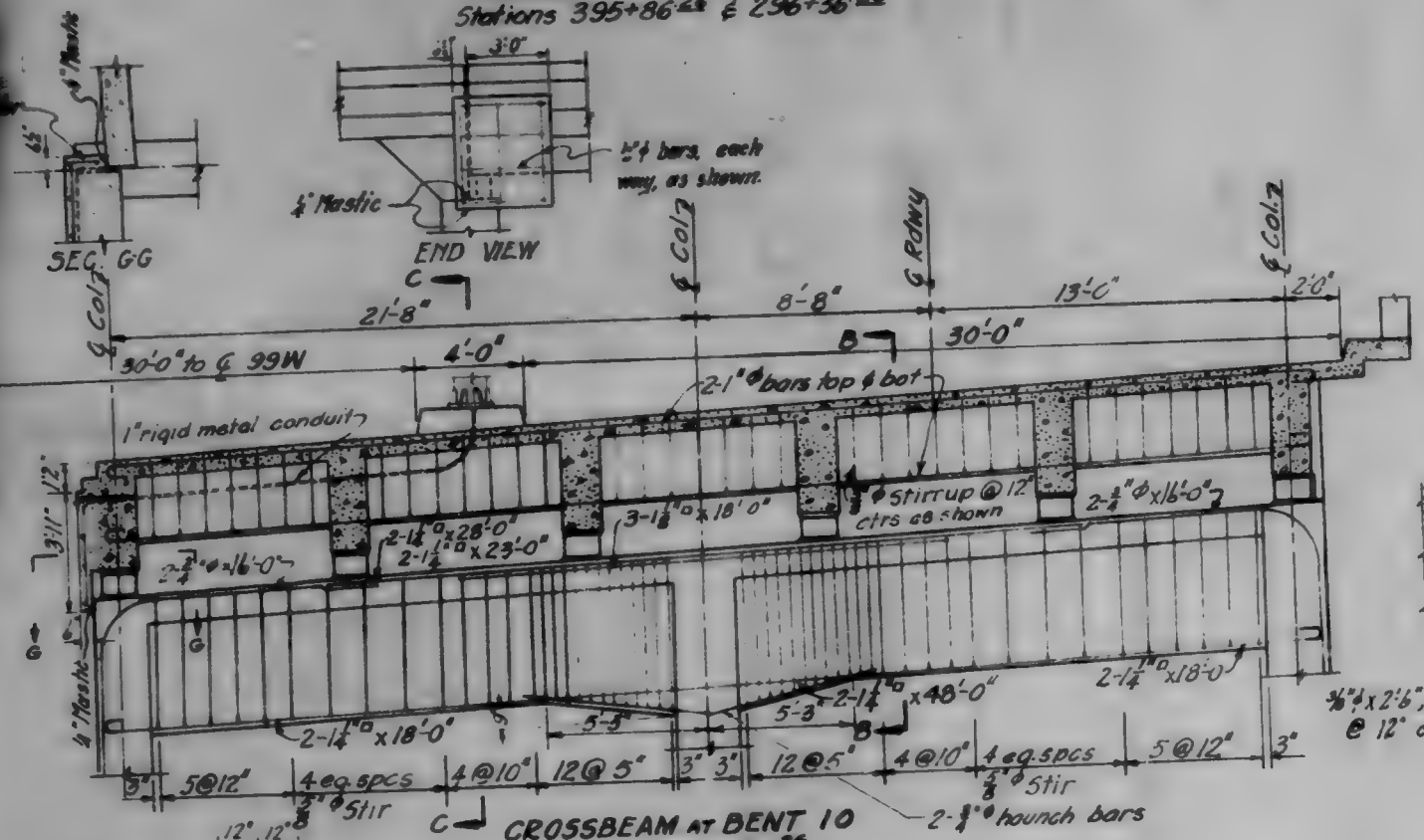
CROSSBEAM AT BENTS 8 & 9
Stations 395+86.25 & 296+36.25



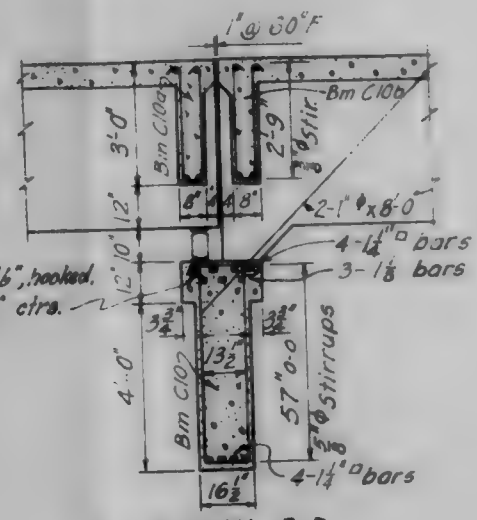
SECTION A-A



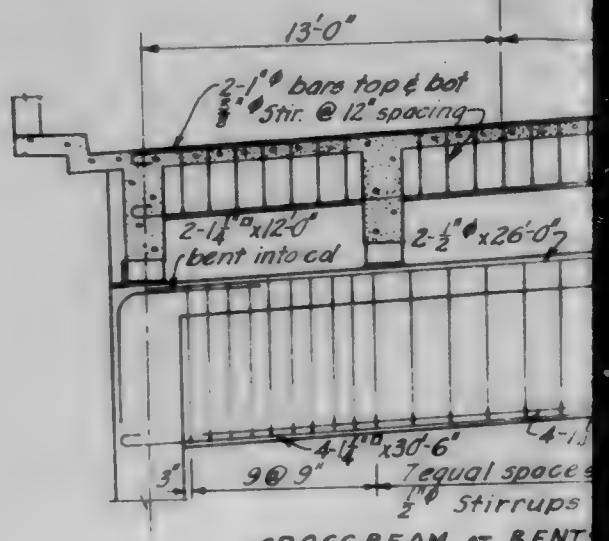
CROSSBEAM AT BENTS
Stations 297+36.26, 297+86.25, 29



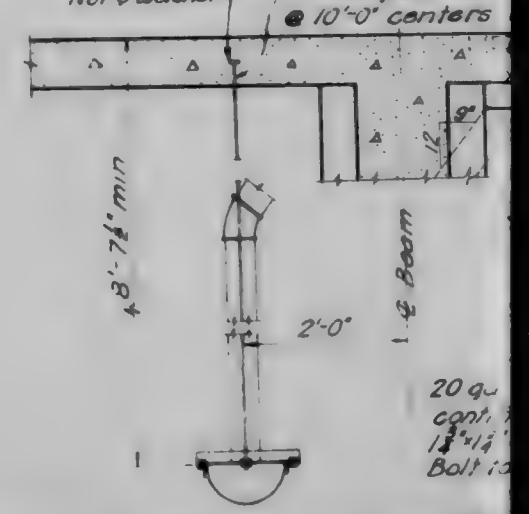
CROSSBEAM AT BENT 10
Station 296+86.25



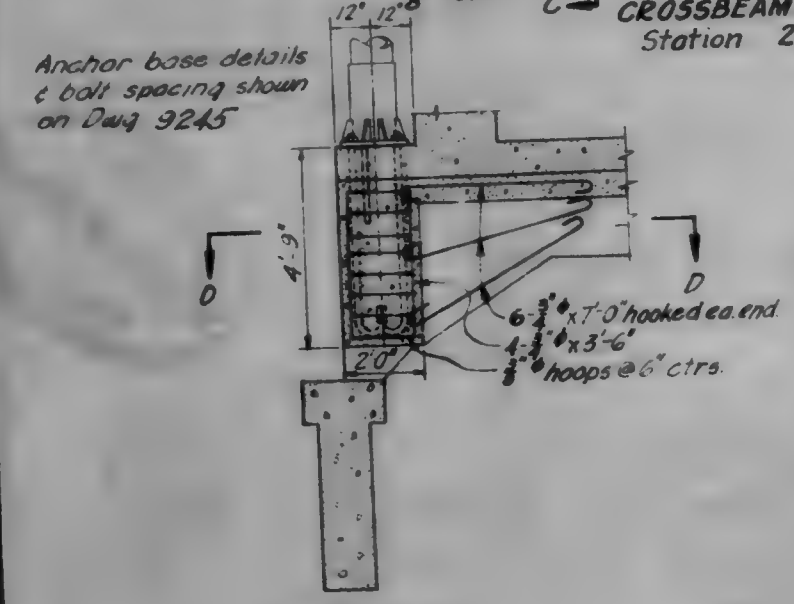
SECTION B-B



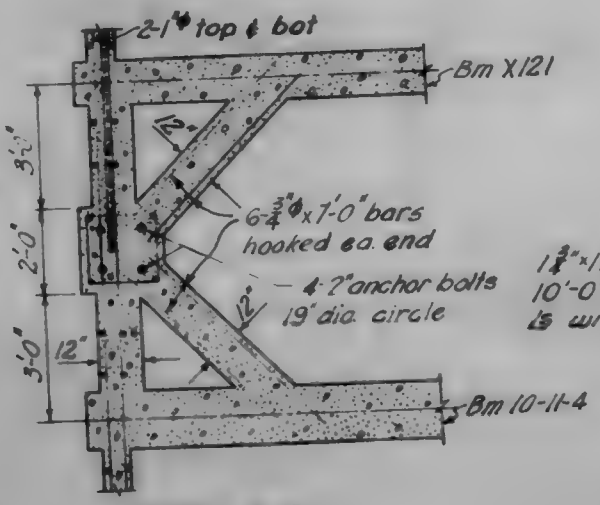
CROSSBEAM AT BENTS
Stations 298+36.26, 2



GUTTER DETAIL FROM BENT 1 TO BEN
Scale ¾"=1'-0"

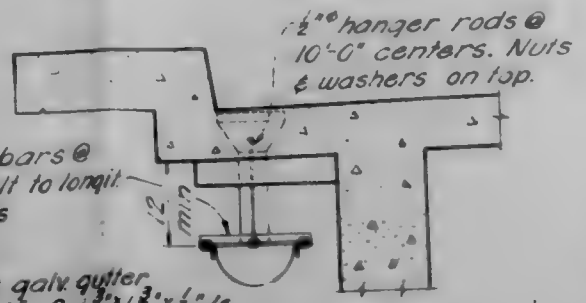


SECTION C-C



SECTION D-D

SIGN POST SUPPORT
Scale ⅜"=1'-0"


½" ϕ hanger rods @ 10'-0" centers. Nuts & washers on top.
1⅜" x ¼" x ⅜" tie bars @ 10'-0" ctrs. Bolt to longit. ℓs with ⅜" bolts
12" min
20 ga galv. gutter. Rad=6". 2-1⅜" x ¼" x ⅜" ℓs continuous - ⅜" bolts @ 9" ctrs

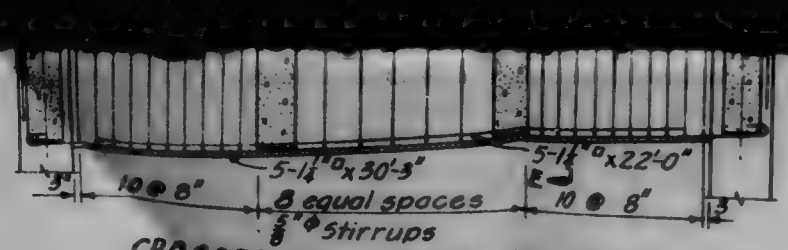
GUTTER DETAIL FROM BENT 10 TO BENT 18
Scale ¾"=1'-0"

Align gutter for good drainage & provide connections to sewer at point shown on grading plans.

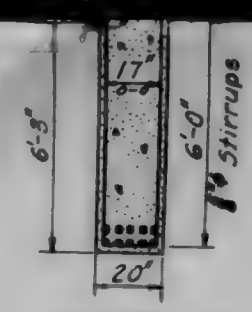
Approved

Bridge Engineer

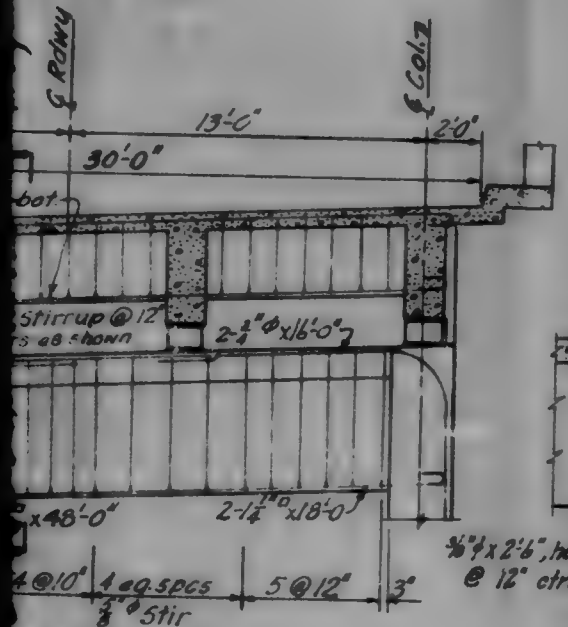
SECTION A-A

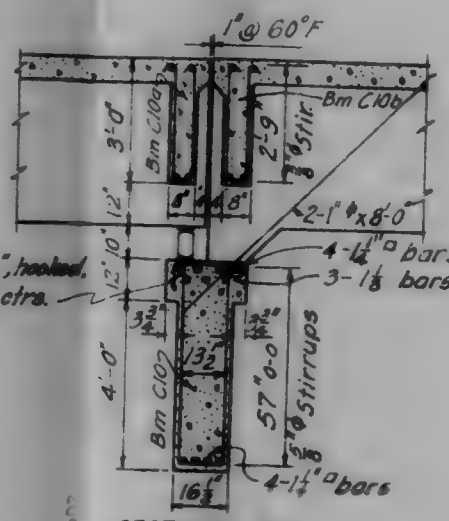


CROSSBEAM AT BENTS 11, 12, 14 & 15
Stations 297+36.26, 297+86.25, 298+86.25 & 299+36.26

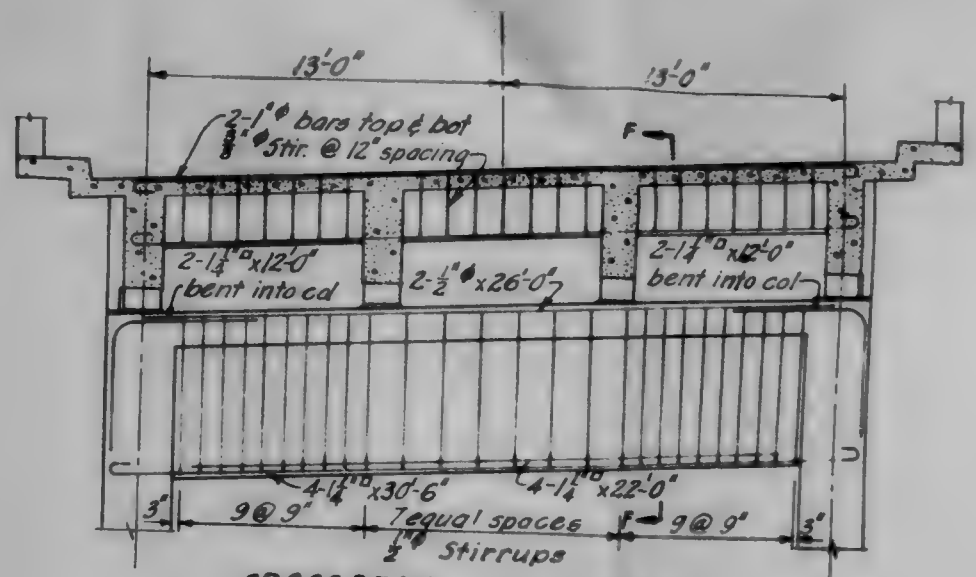


SECTION E-E

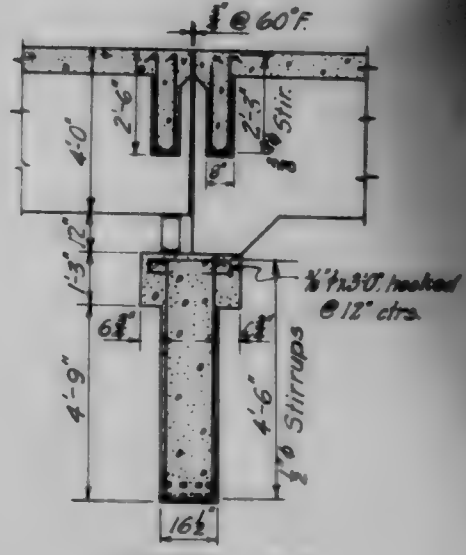




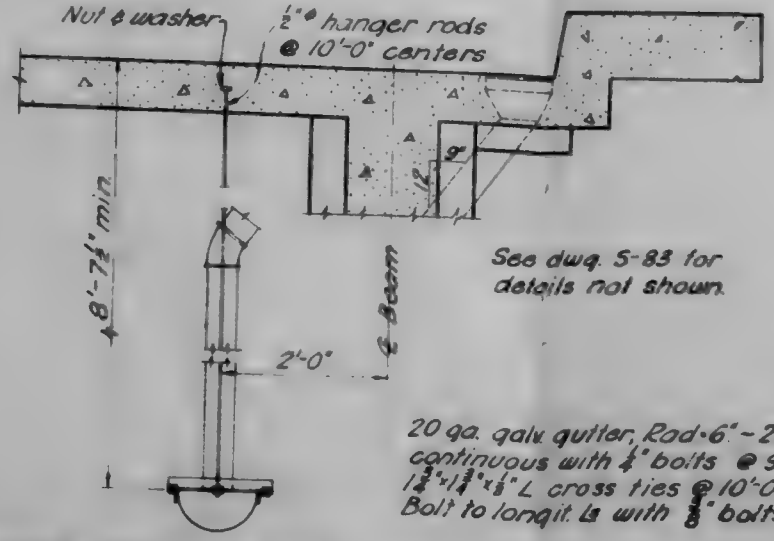
SECTION B-B


13'-0"
13'-0"
2-1" ϕ bars top & bot
⅜" ϕ Stir. @ 12" spacing
F
2-1¼" □ x 12'-0" bent into col
2-½" ϕ x 26'-0"
2-1¼" □ x 12'-0" bent into col
4-1¼" □ x 30'-6"
4-1¼" □ x 22'-0"
3" 9 @ 9" 7 equal spaces 9 @ 9" 3"
½" ϕ Stirrups

CROSSBEAM AT BENTS 13 & 16
Stations 298+36.26 & 299+86.26



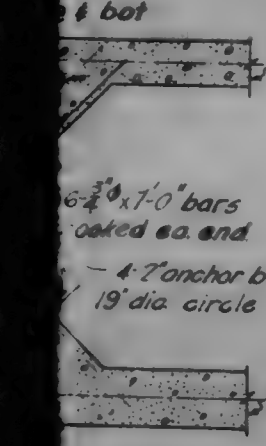
SECTION F-F

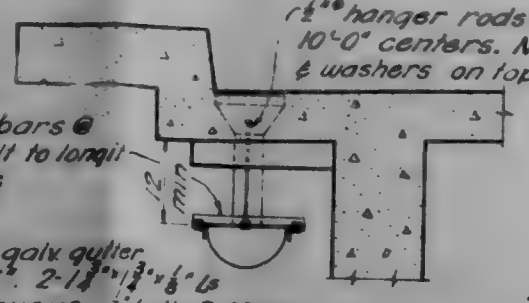


See dwg. S-83 for details not shown.

20 ga. galv. gutter, Rad-6" - 2-1¾" x 1¾" x ⅛" ℓs continuous with ¼" bolts @ 9" centers. 1¾" x 1¾" x ⅛" L cross ties @ 10'-0" centers. Bolt to longit. ℓs with ⅜" bolts.

GUTTER DETAIL FROM BENT 1 TO BENT 6
Scale ¾"-1'-0"




½" ϕ hanger rods @ 10'-0" centers. Nuts & washers on top.
1¾" x 1¾" x ⅛" tie bars @ 10'-0" ctrs. Bolt to longit ℓs with ⅜" bolts
12" min
20 ga. galv. gutter Rad-6". 2-1¾" x 1¾" x ⅛" ℓs continuous - ¼" bolts @ 9" ctrs

GUTTER DETAIL FROM BENT 10 TO BENT 18
Scale ¾"-1'-0"

Align gutter for good drainage & provide connections to sewer at point shown on grading plans.

NOTE
THE SCALE OF THIS PRINT IS ½" THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Revised 10-24-49 R.T.S.
12-7-49 R.T.S.

Approved

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

INTERSTATE AVE. GRADE SEPARATION
CROSSBEAM DETAILS

SCALE AS NOTED
AUG. 23, 1948
CHECKED BY

DRAWN BY R.T.S.
TRACED BY J.M.T.

SHEET 12 OF 18
BRIDGE NO. 7115
DRAWING NO. 9014

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 1"=1'-0" SHOULD BE READ ½"=1'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=20'-0"

Sta 303+95

27'-0"

℄ Lo

11'-0" Dividing strip

Sta 307+55

reinforced slab to dividing strip along entire length

15'-0" reinforced slab e ends. Provide std ¾" exp. joints with dowels.
Reinf. Steel: Longit. ⅝"ϕ x @ 6" ctrs. ht. 2 end's. Transv. as shown below for "longit." Extend trans. bars to intersect longit. steel from longit. slab

Fix | Light pole base | Exp. Fix | Exp. Exp. | Catch Inlet | Fix Exp | Light pole base | Fix

12 @ 30'-0" = 360'-0"

	Mab	Mb	Mbc	Vbc	Vba	Va
D.L	+127	-205	+18	29.0	35.8	21.0
L.L	183	190	145	42.2	44.0	41.0
Total	310	395	160	71.2	79.8	62.0

MOMENTS & SHEARS

PARTIAL VIADUCT PLAN
Scale 1" = 20'-0"

H20-S16-46 Loading

Sta 304+85 | Sta 305+75

13"x30" | 13"x30" | 13"x30" | 13"x30"

10"x29" | 10"x29" | 10"x29"

4" rigid metal conduit

Light pole base

8'-8" | 2'-2" 2'-0"

30'-0" | 2 @ 30'-0" | 3 @ 30'-0"

PART PLAN

2-1"ϕ x 10'-0" bent into col.
2-½"ϕ x 16'-0" hangers

2-1¼"ϕ x 30'-0"
2-1¼"ϕ x 20'-0"

2-½"ϕ x 8'-0" U-bars

¾"ϕ @ 6'-0" F | ¾"ϕ @ 6'-0" F

7" | 2'6" | 4'-0" | 3"

3-1⅛"ϕ x 33'-6" | 2-1¼"ϕ x 20'-0"

3" 14 @ 5" | 4 @ 9" | 6 eq. spa. ½"ϕ stirrups | 16 @ 9" | 3" | 3" 10 @ 9"

2-¾"ϕ x 18'-0" | 3-1⅛"ϕ x 35'-0"

10 equal spaces ½"ϕ Stirrups

7'-3" | 7'-3"

2'-0" | 2'-0" | 2-1"ϕ x 6'-0"

2-½"ϕ x 8'-0" U-bars

LONGITUDINAL BEAM DETAIL
Scale ¼" = 1'-0"

10" dia. bolt circle.

Detail @ light pole base.

4" rigid metal conduit
4-1" hooked bolts
3-⅜"ϕ hoops
12" rad. elbow

move 2-⅝"ϕ bent to outer face of post.
add 2-⅝"ϕ bent at inner face of post
2-1"ϕ as shown.

8'-8" | 2'-0" | 4½" | 3'-11" | 4½" | 2'-0" | 1'-5" | 8"

2'-0" | 4½" | 7" | 16" | 7" | 20"

½"ϕ @ 12 ctrs. each way

10"x29" Bm

Top & bent bars
Deck Steel:
⅜"ϕ @ 11" ctrs. top & bot.
⅜"ϕ @ 11" ctrs. bent
½"ϕ longit. as shown

2-⅜"ϕ top & bot. stirrups
⅜"ϕ stirrups @ 12" ctrs.

2'-5" | 7" | 2'-2" | 8" Str. | 10"

SECTION

16"x29" Bm

2-⅜"ϕ bars, top & bot.
⅜"ϕ stirrups @ 12 ctrs.

¾"ϕ x 8'-0" bent into col.

SECTION AT PTS BETWEEN EXPANSION JOINTS

½"ϕ bracket bars @ 12" ctrs.
2-½"ϕ hangers

6" | 10" | 12" | 2'-3" | 8" Str. | 13" | 5-⅛" or 3-⅛"

LONGITUDINAL BEAM SEC

2'6" | 3" | 2'6"

½"ϕ bars each way as shown.

2-⅜"ϕ bars, top & bot.

TYPICAL SECTION AT MIDSPAN

2-¾"ϕ x 8'-0" bent into cols

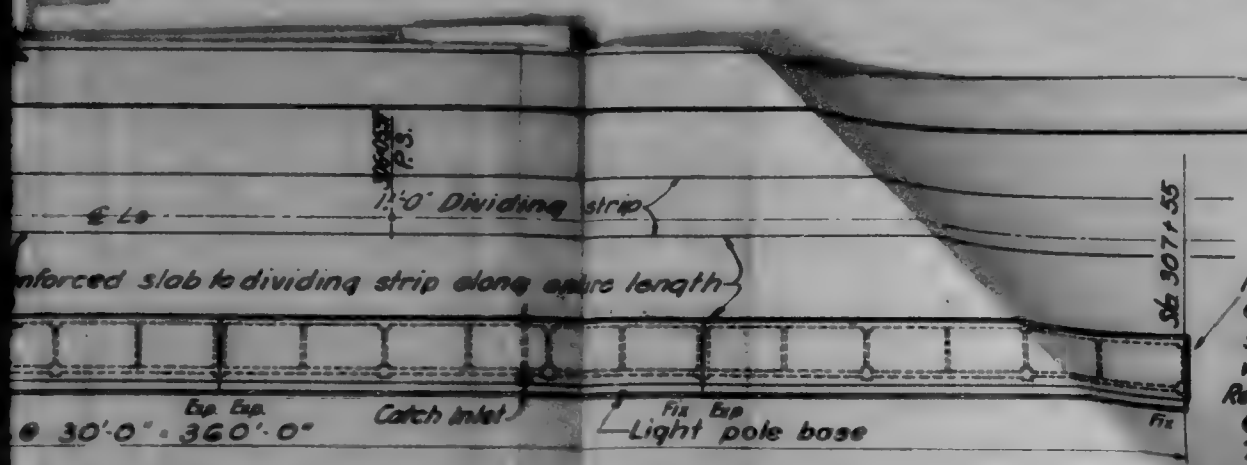
13"x30" Bm

¾"ϕ @ 6'-0" F

See Plan for width

10'-0"

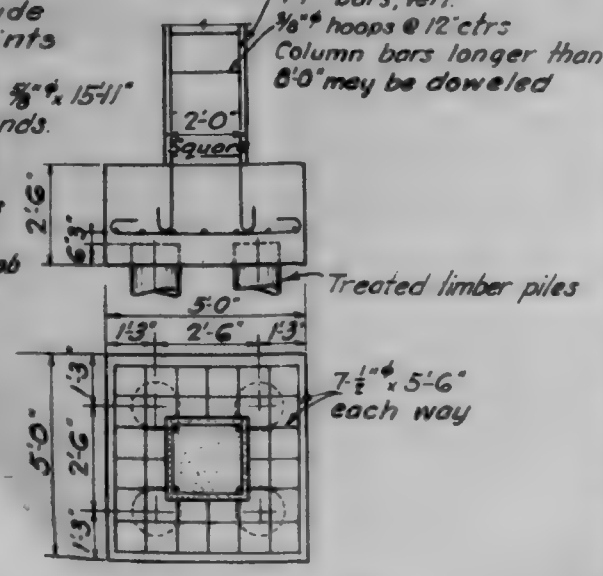
12"



PARTIAL VIADUCT PLAN
Scale 1" = 20'-0"

H20-S16-44 Loading

15'-0" reinforced slab @ ends. Provide std ¾" exp. joints with dowels.
Reinf. Steel: Longit. ⅝"ϕ x 15'-11" @ 6" ctrs. hk. 2 ends.
Transv. as shown below for "longit". Extend trans. bars to intersect longit. steel from longit. slab

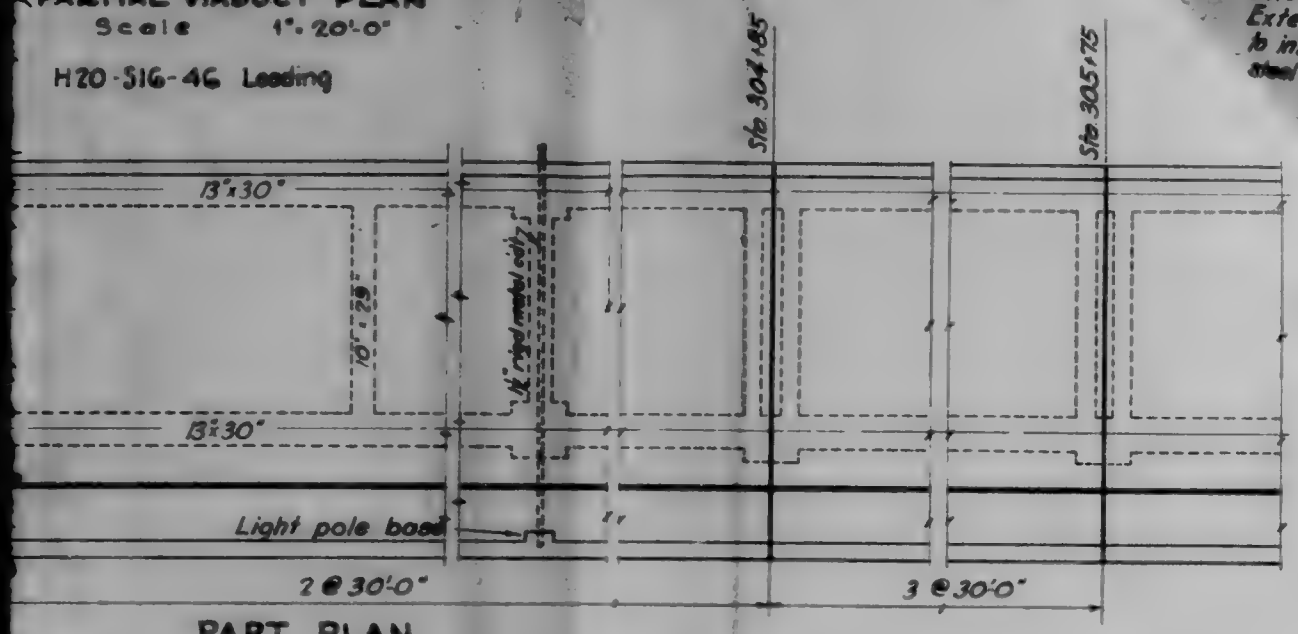


COLUMN & FOOTING DETAIL
Scale ⅜" = 1'-0"

Foundation material is compact sand
Max. pile load 40,000 #

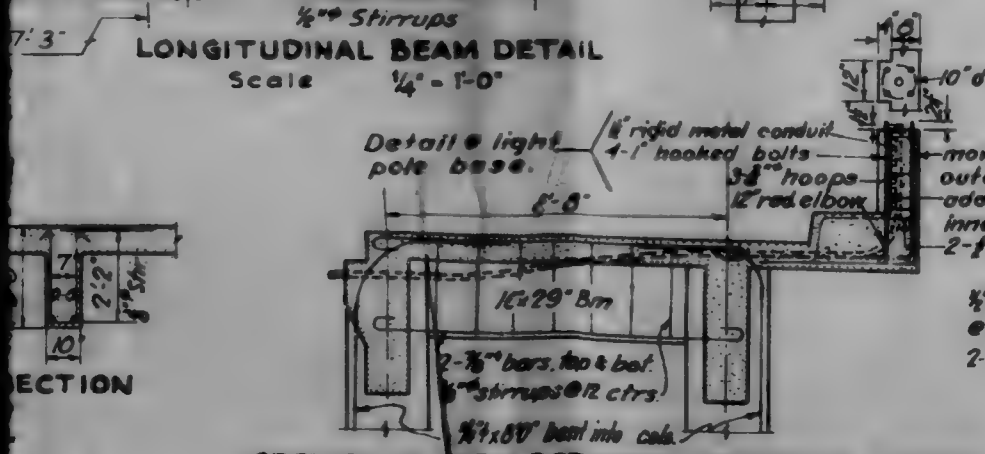
Station	Column	Ftg top elev.	Deck elev.
303 + 95	right	58.0	61.7
	left	59.0	
304 + 25	right	53.0	61.4
	left	57.0	
+ 55	right	53.0	61.1
	left	57.0	
+ 85	right	52.0	60.8
	left	57.0	
305 + 15	right	50.0	60.5
	left	55.0	
+ 45	right	50.0	60.3
	left	56.0	
+ 75	right	49.0	60.0
	left	55.0	
306 + 05	right	49.0	59.7
	left	55.0	
+ 35	right	49.0	59.7
	left	54.0	
+ 65	right	49.0	59.6
	left	58.0	
+ 95	right	51.0	59.6
	left	55.0	
307 + 25	right	53.0	59.5
	left	55.0	
+ 55	right	55.0	59.4
	left	56.0	

Deck elevations are approximate, for column steel length only

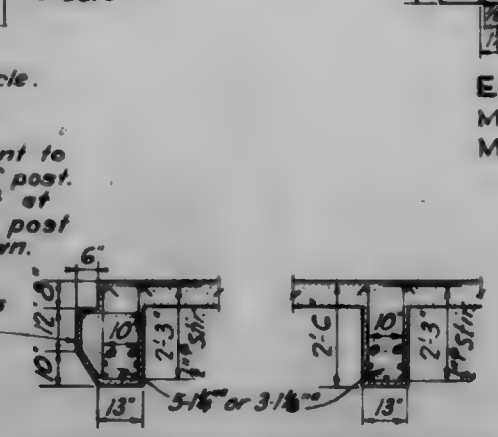


PART PLAN

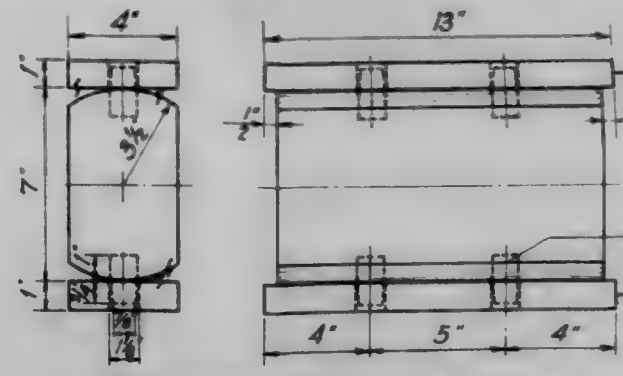
LONGITUDINAL BEAM DETAIL
Scale ¼" = 1'-0"


10" dia. bolt circle.
4" rigid metal conduit
4-1" hooked bolts
⅜"ϕ hoops
12" rad. elbow
Detail @ light pole base.
more 2-¾"ϕ bent to outer face of post.
add 2-¾"ϕ bent at inner face of post
2-¾"ϕ as shown.
8'-8"
16"x29" Bm
2-⅞"ϕ bars, top & bot.
⅜"ϕ stirrups @ 12 ctrs
¾"ϕ x 80" bent into cols.

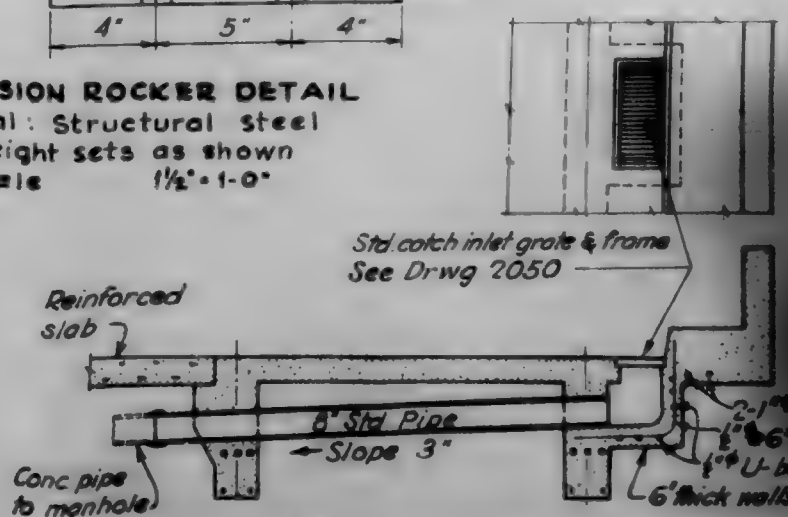
SECTION AT BENTS BETWEEN EXPANSION JOINTS



LONGITUDINAL BEAM SECTION



EXPANSION ROCKER DETAIL
Material: Structural Steel
Make eight sets as shown
Scale 1½" = 1'-0"



CATCH INLET AT STATION 306+82
Scale ⅜" = 1'-0"

THE SCAL…
2 THAT O…
FOR EXA…
INDICAT…
SHOULD B…
INDICATE…
SHOULD B…

	Mab	Mb	Mbc	Vbc	Vba	Va
D.L	+127	-205	+15	79.0	35.8	21.0
L.L	183	190	145	42.2	44.0	41.0
Total	310	395	160	71.2	79.8	62.0

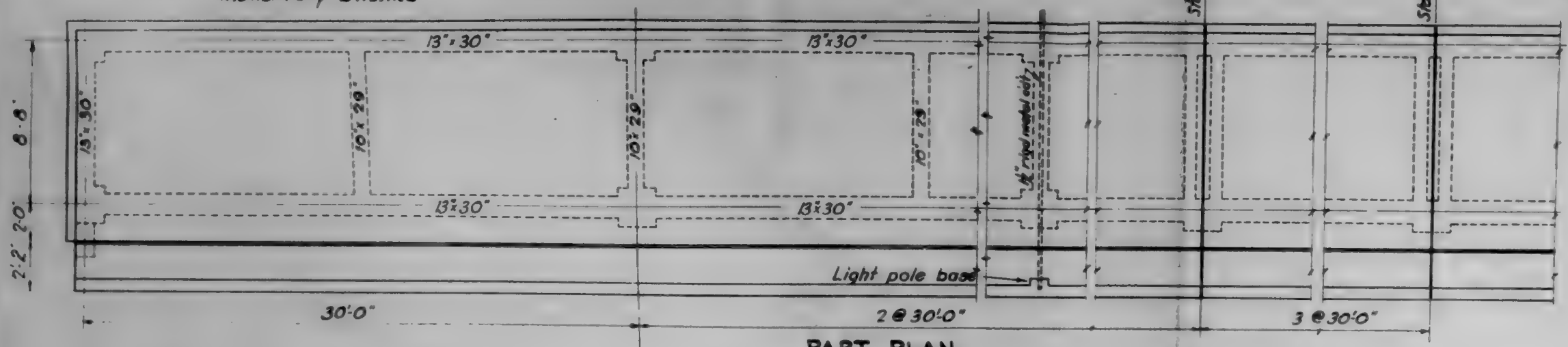
MOMENTS & SHEARS

PARTIAL VIADUCT PLAN

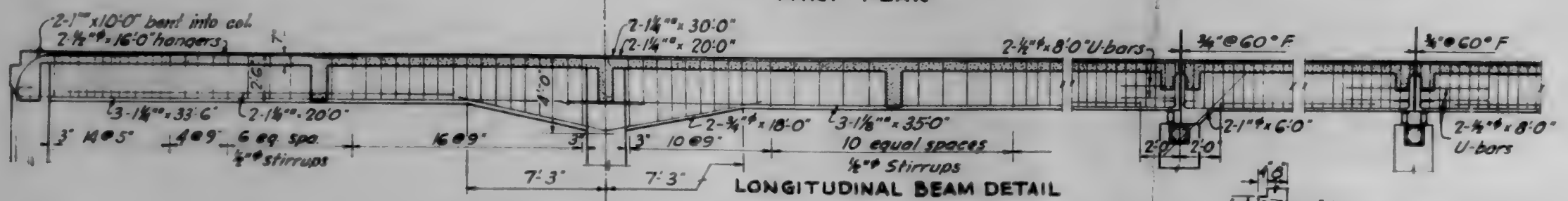
Scale 1" = 20'-0"

H20-S16-44 Loading

Transv. as shown below for 'longit': Extend trans. bars & intersect longit. steel from longit. slab

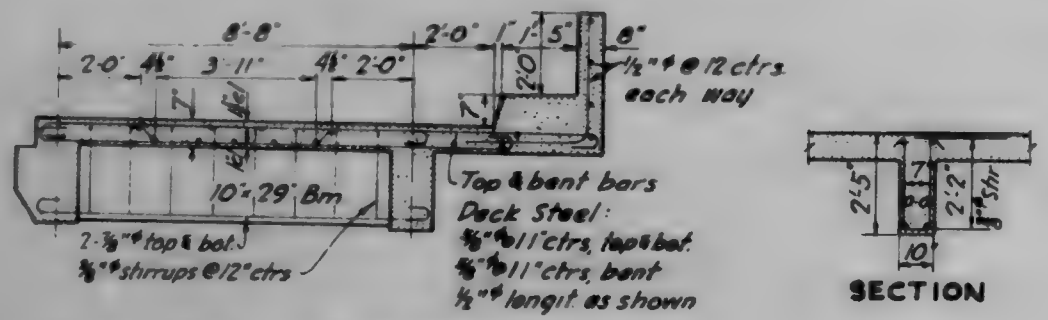


PART PLAN



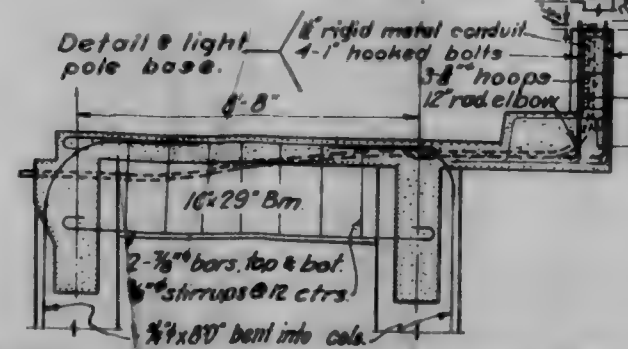
LONGITUDINAL BEAM DETAIL

Scale ¼" = 1'-0"

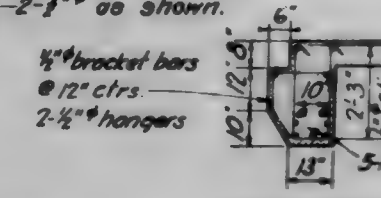


TYPICAL SECTION AT MIDSPAN

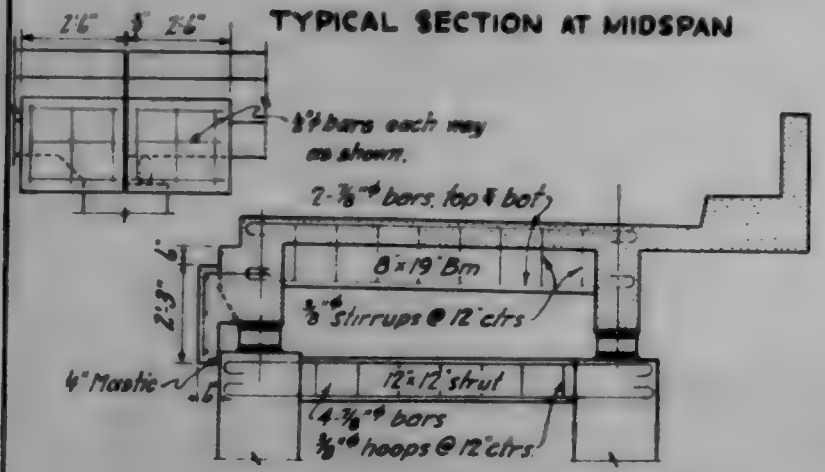
SECTION


Detail of light pole base.
4" rigid metal conduit
4-1" hooked bolts
3-⅜" hoops
12" rad. elbow
move 2-1" bent to outer face of post.
add 2-1" bent at inner face of post
2-1" as shown.
8'-8"
16"x29" Bm.
2-⅞" ϕ bars, top & bot.
⅜" ϕ stirrups @ 12 ctrs.
¾" ϕ x 8'0" bent into cols.

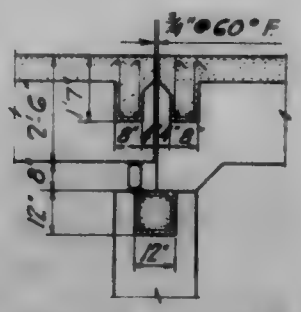
SECTION AT BNTS BETWEEN EXPANSION JOINTS



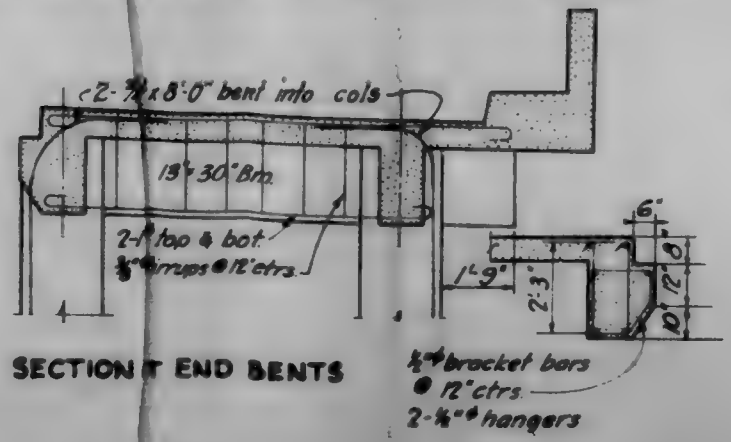
LONGITUDINAL BEAM SECT



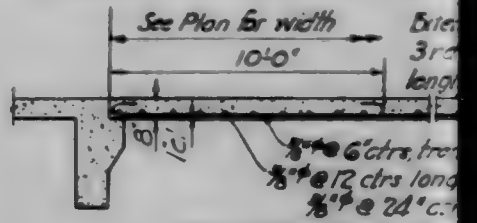
SECTION AT EXPANSION JOINTS



SECTION AT 304+85 & 306+65
305+75 same except expands both ways



SECTION AT END BENTS



REINFORCED SL

SCAL… ⅜" = 1'-0"

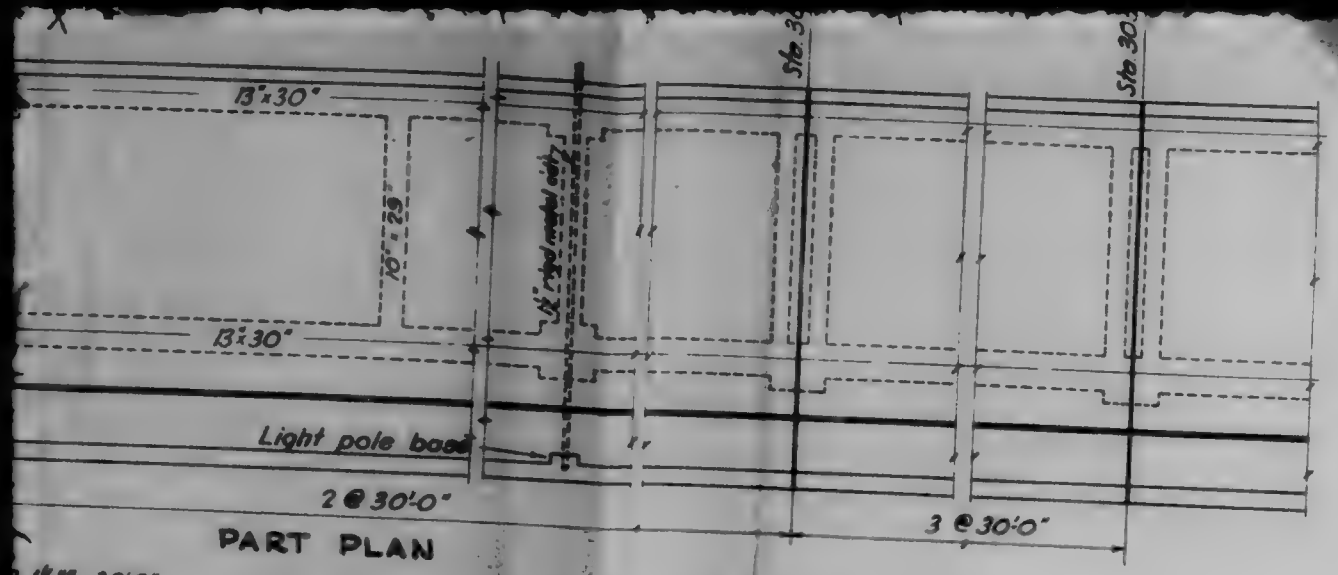
Approved:

L. H. Hanson

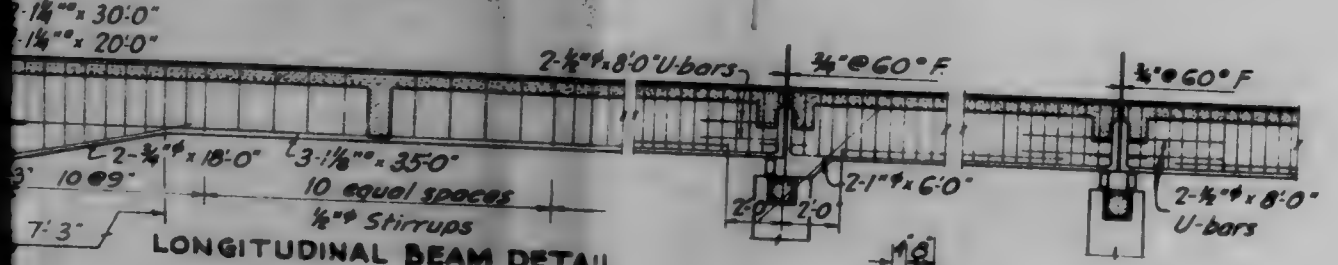
Bridge Engineer

State Highway Engineer

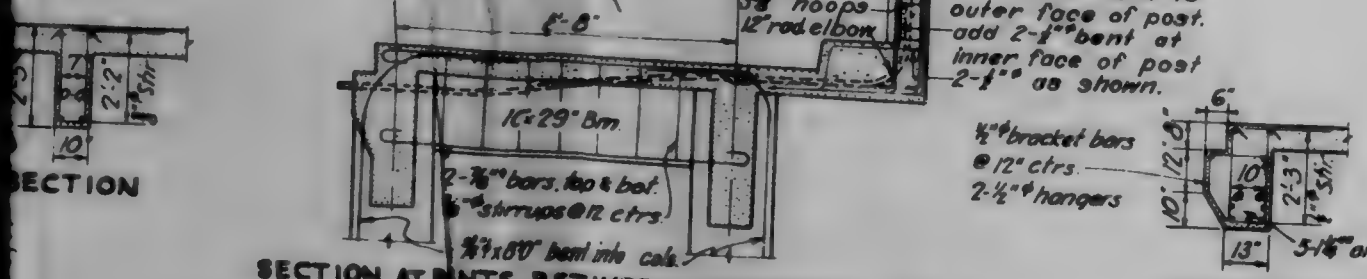
12-7-49 RTS
Revised 10-24-49 RTS



PART PLAN

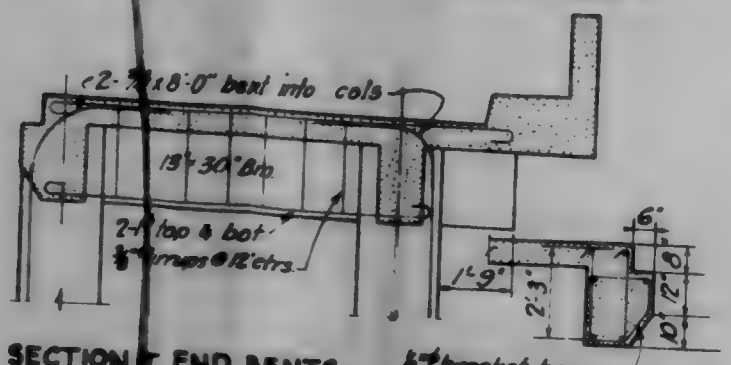


LONGITUDINAL BEAM DETAIL
Scale ¼" = 1'-0"



SECTION AT BENTS BETWEEN EXPANSION JOINTS

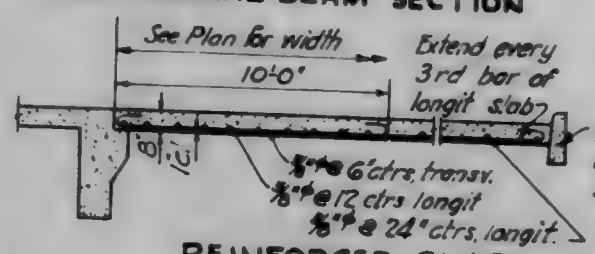
LONGITUDINAL BEAM SECTION



SECTION AT END BENTS

+85 & 306+65
Expands both ways

SCALE ⅜" = 1'-0"



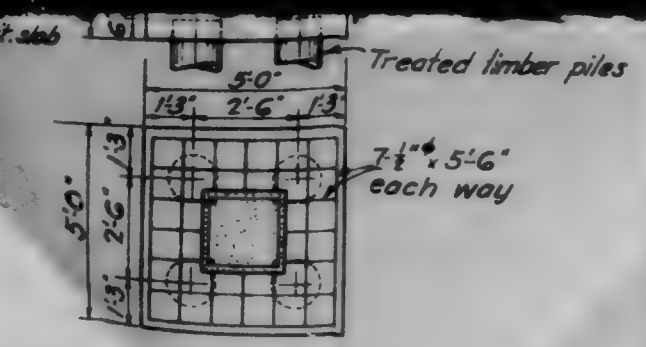
REINFORCED SLAB

Approved.

Bridge Engineer

State Highway Engineer

12-7-49 R.T.S.
Revised 10-24-49 R.T.S.

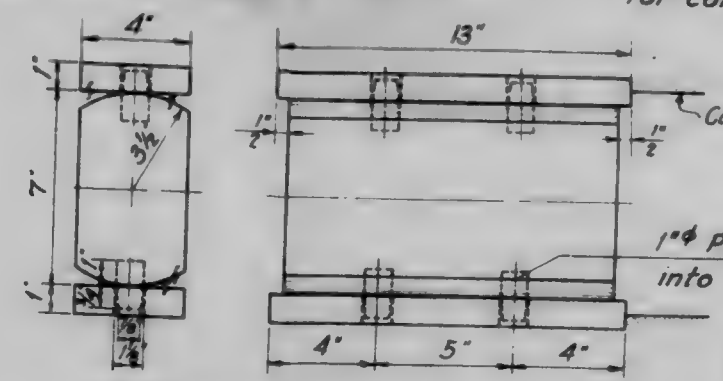


COLUMN & FOOTING DETAIL
Scale ⅜" = 1'-0"

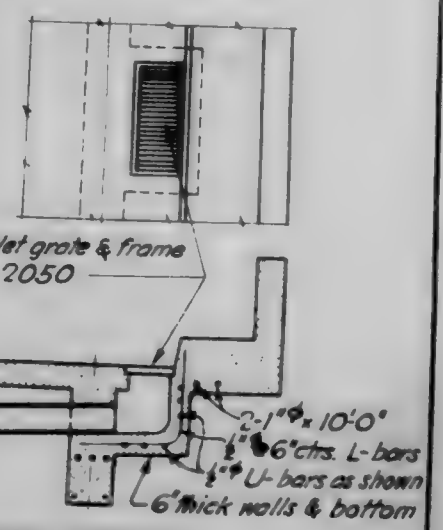
Foundation material is compact sand
Max. pile load 40,000 #

+ 45	right	50.0	60.3
	left	56.0	
+ 75	right	49.0	60.0
	left	55.0	
306 + 05	right	49.0	59.7
	left	55.0	
+ 35	right	49.0	59.7
	left	54.0	
+ 65	right	49.0	59.6
	left	56.0	
+ 95	right	51.0	59.6
	left	55.0	
307 + 25	right	53.0	59.5
	left	55.0	
+ 55	right	55.0	59.4
	left	56.0	

Deck elevations are approximate for column steel length only



EXPANSION ROCKER DETAIL
Material: Structural steel
Make eight sets as shown
Scale 1½" = 1'-0"


Std. catch inlet grate & frame See Drwg 2050
Reinforced slab
8" Std Pipe
Slope 3"
Conc pipe to manhole
2-1"ø x 10'-0"
1"ø @ 6" ctrs. L-bars
1"ø U-bars as shown
6" thick walls & bottom

CATCH INLET AT STATION 306+32
Scale ⅜" = 1'-0"

OREGON
STATE HIGHWAY COMMISSION

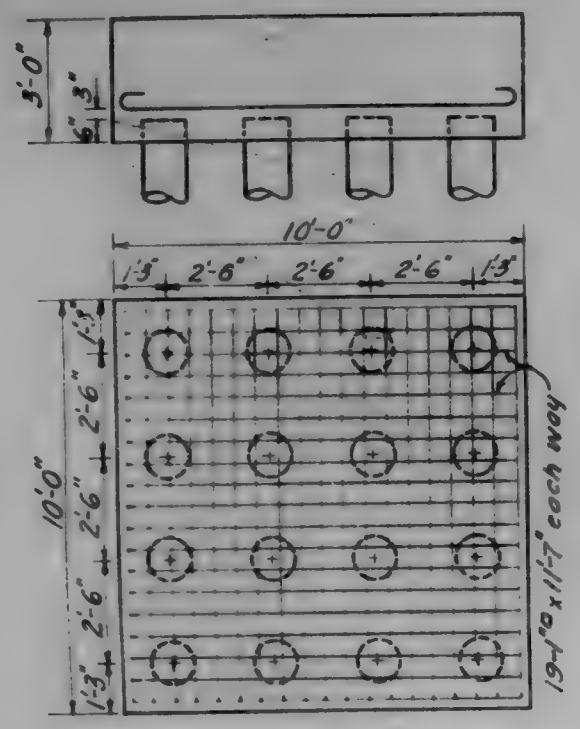
INTERSTATE AVE. PARTIAL VIADUCT

TILLAMOOK ST. - STEEL BRG. SEC. PACIFIC HWY. WEST
PORTLAND
MULTNOMAH COUNTY

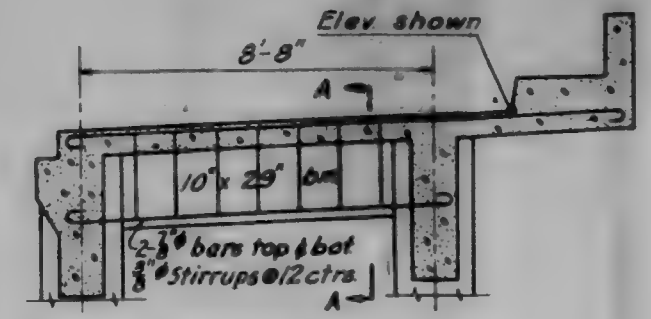
SCALE AS NOTED
AUG. 23, 1948
CALC. BK. NO. 227

DRAWN BY R.T.S.
TRACED BY E.H.W.
CHECKED BY

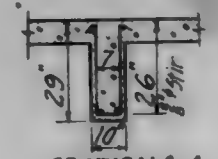
SHEET 1 OF 1
BRIDGE NO. 7206
DRAWING NO. 9017



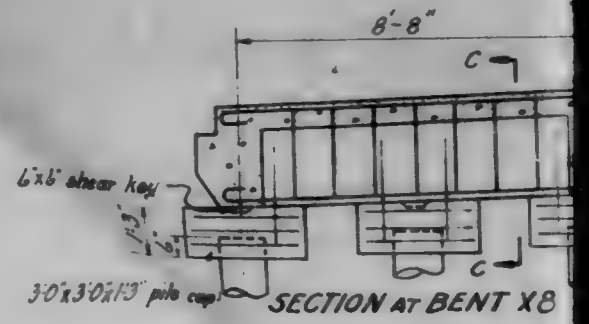
SIXTEEN PILE FOOTING



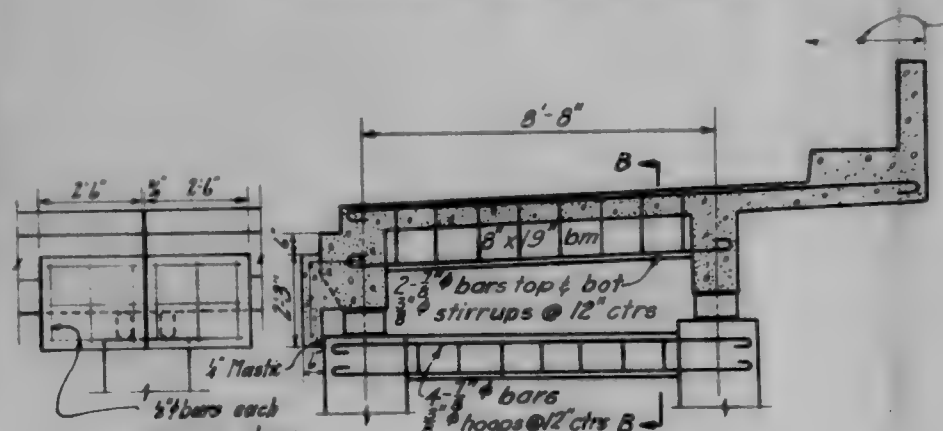
SECTION AT BENTS X2, X3, X5 & X6



SECTION A-A

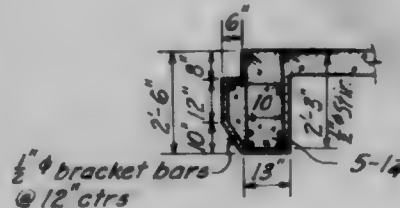


SECTION AT BENT X8



SECTION AT BENT X4

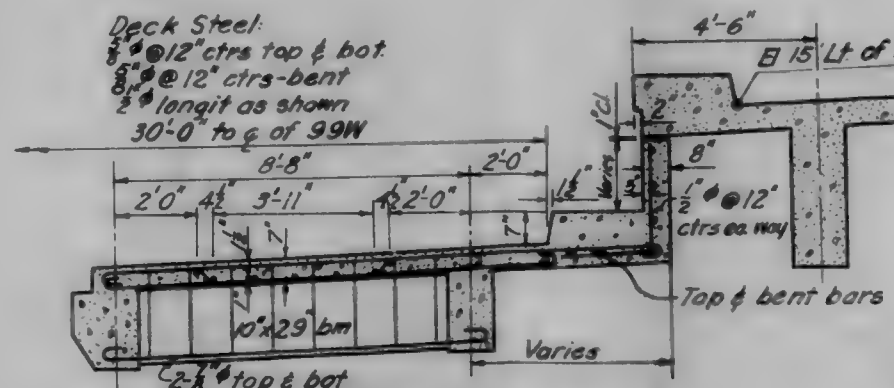
SECTION B-B



TYPICAL SECTION BEAMS X--2

FOUR BAR COLUMN EIGHT BAR COLUMN

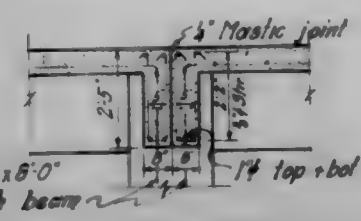
Column bars longer than 8'-0" may be doweled



SECTION THRU BEAMS UNDER 99W

Scale ⅜"=1'-0"

Note:
Excavate for pi
elevation of t
manhole. Di
and backfill t
concrete foot

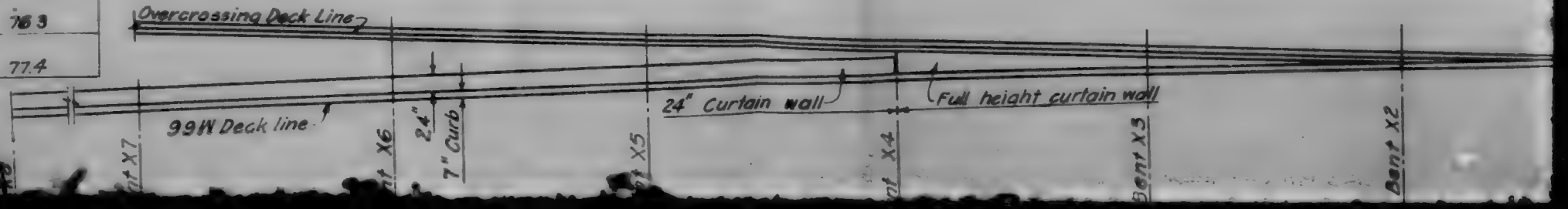


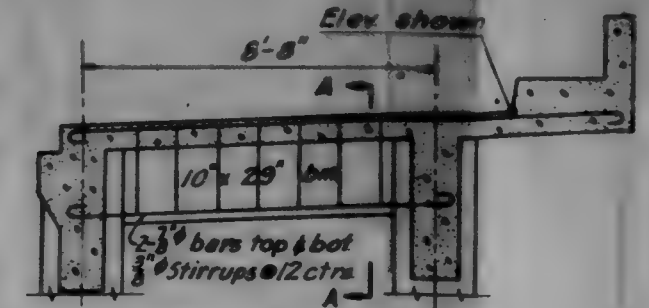
SECTION AT BENT X7

Lg 30' Rt

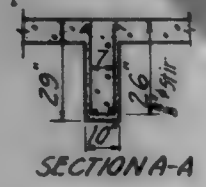
Lg ℄ Sta	Bent	Column	Ftg top El.	Deck Elev	El 15 Lt of HR ℄
297+08.41	X2	right	52.0	71.20*	71.6
		left	58.0		
+36.92	X3	right	53.0	71.67	72.8
		left	58.0		
+65.43	X4	right	56.0	71.71	73.9
		left	62.0		
297+94.0	X5	right	56.0	71.34	75.1
		left	62.0		
298+22.8	X6	right	58.0	70.54	76.3
		left	64.0		
298+51.8	X7	right	60.0	69.55	77.4
		left	65.0		

* These elevations are approx for column steel length only
All footings 4 pile
All columns 24"x24" (4-1" ø bars)

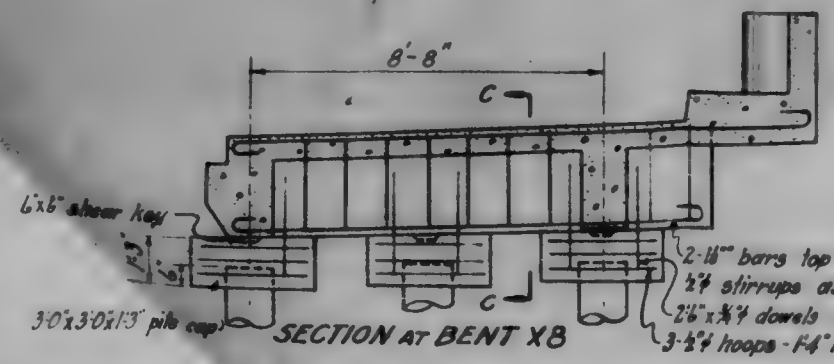




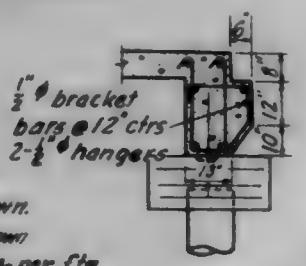
SECTION AT BENTS X2, X3, X5 & X6

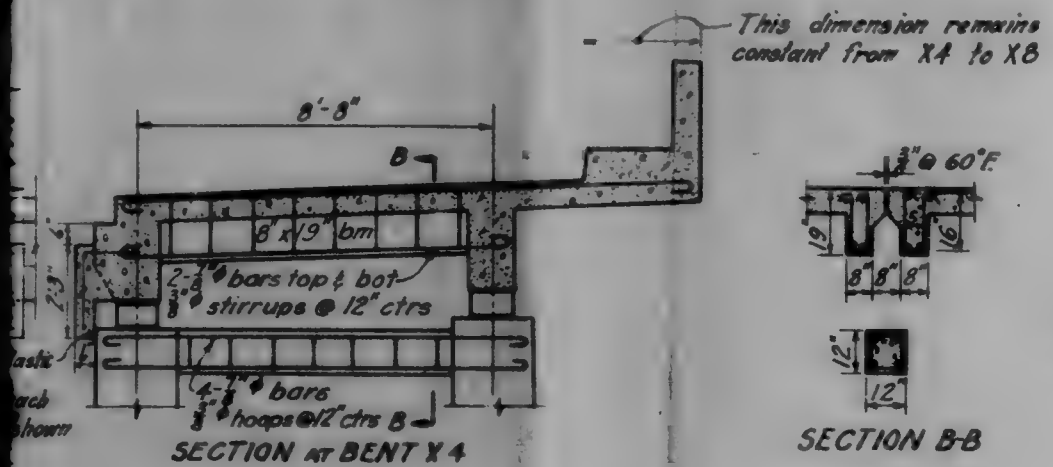


SECTION A-A



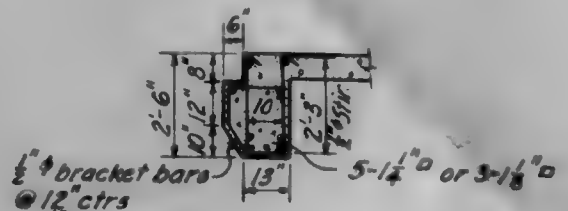
SECTION AT BENT X8



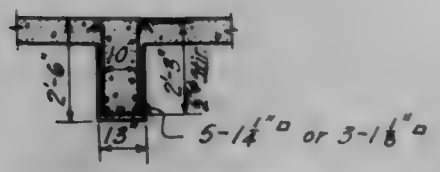


SECTION AT BENT X4

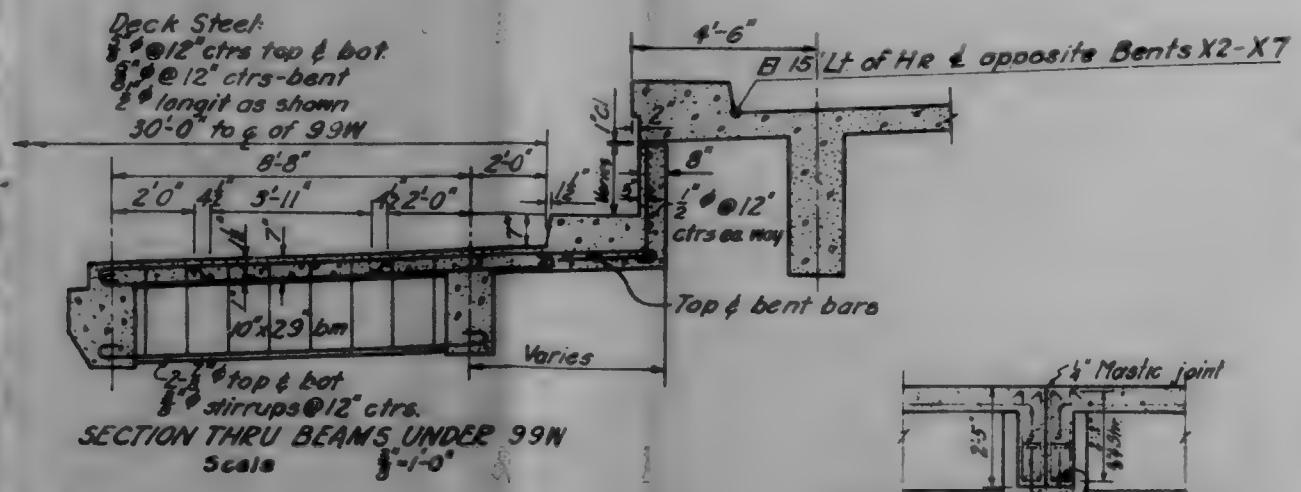
SECTION B-B



TYPICAL SECTION BEAMS X--2

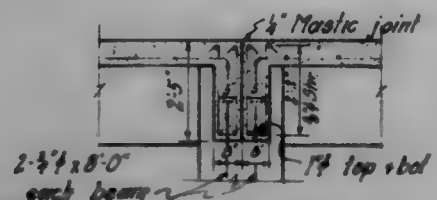


TYPICAL SECTION BEAMS X--1

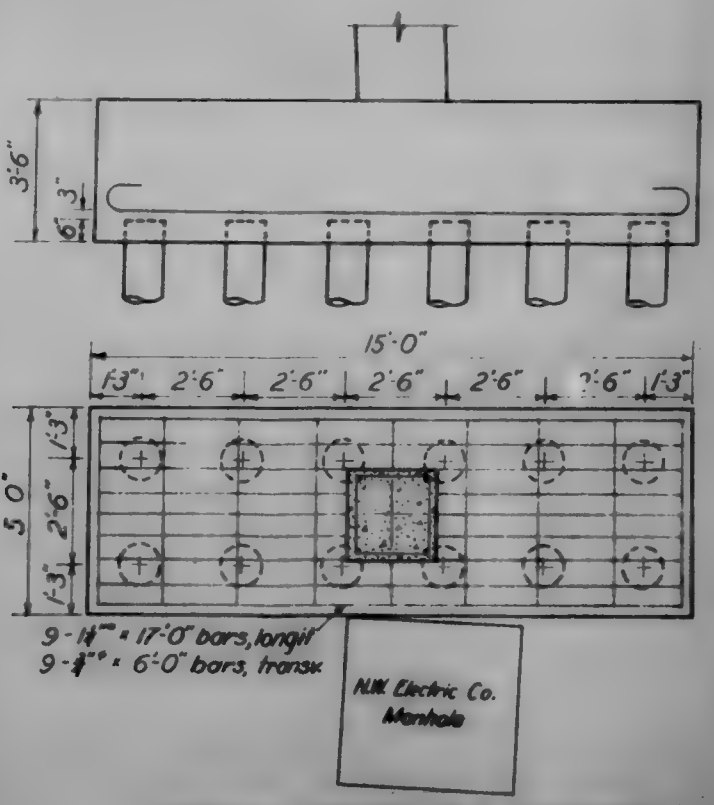


SECTION THRU BEAMS UNDER 99W
Scale ¾"-1'-0"

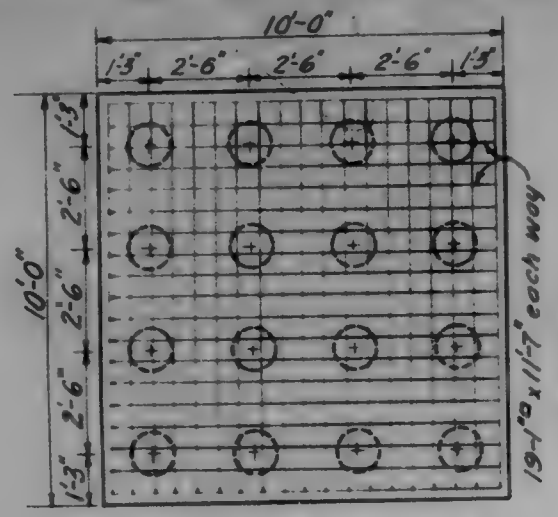
Note:
Excavate for piling to elevation of bottom of manhole. Drive piling and backfill to support concrete footing.



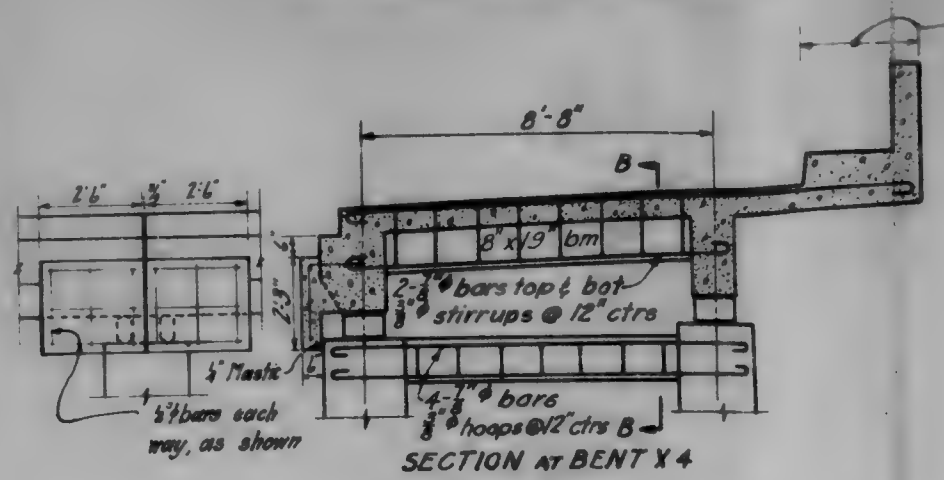
SECTION AT BENT X7



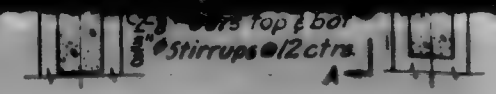
SPECIAL TWELVE PILE FOOTING AT BENT ELEVEN - RIGHT



SIXTEEN PILE FOOTING

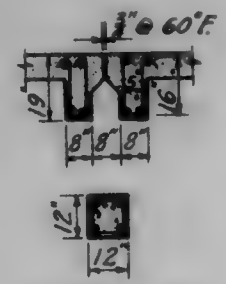


SECTION AT BENTS X4



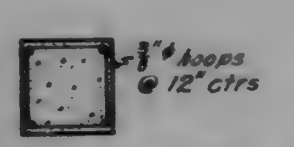
SECTION AT BENTS X2, X3, X5 & X6

This dimension remains constant from X4 to X8

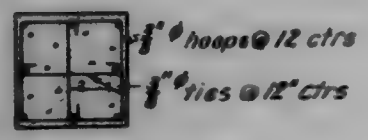


SECTION B-B

TYPICAL SECTION BEAMS X--2

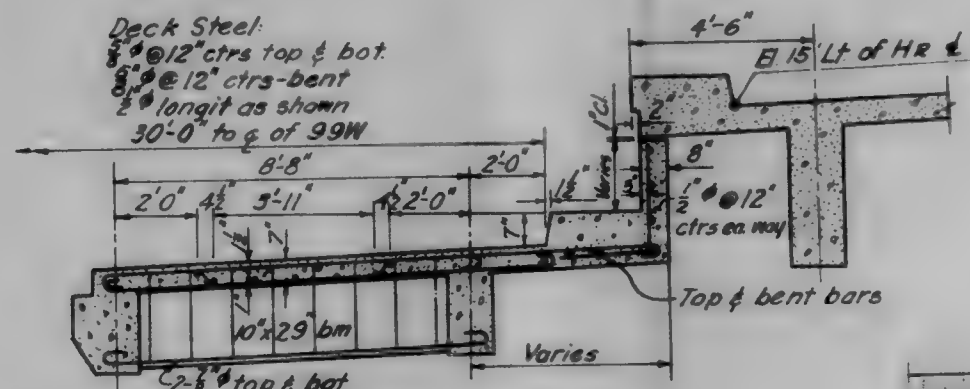


FOUR BAR COLUMN



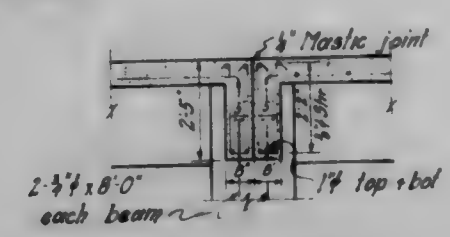
EIGHT BAR COLUMN

Column bars longer than 8'-0" may be doweled.



SECTION THRU BEAMS UNDER 99W
Scale ⅜" = 1'-0"

Note:
Excavate for pil
elevation of bo
manhole. Driv
and backfill to
concrete footin

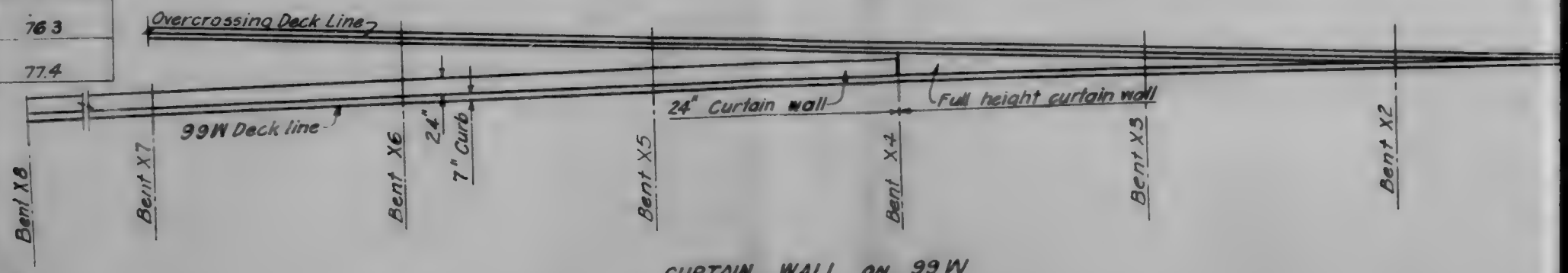


SECTION AT BENT X7

Ls 30' Rt

Ls ℄ Sta	Bent	Column	Pile top El.	Deck Elev	El. 15' Lt of HR ℄
297+08.41	X2	right	52.0	71.20*	71.6
		left	58.0		
+36.92	X3	right	53.0	71.67	72.8
		left	58.0		
+65.43	X4	right	56.0	71.71	73.9
		left	62.0		
± 297+94.0	X5	right	56.0	71.34	75.1
		left	62.0		
± 298+22.8	X6	right	58.0	70.54	76.3
		left	64.0		
± 298+51.8	X7	right	60.0	69.55	77.4
		left	65.0		

* These elevations are approx for column steel length only
All footings 4 pile
All columns 24" x 24" (4-1" □ bars)



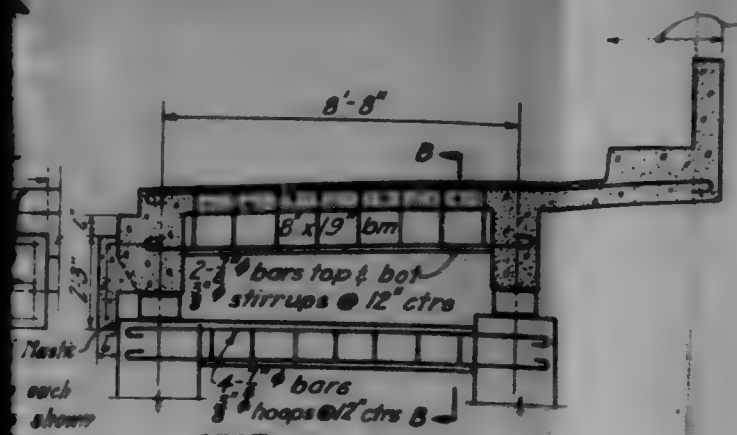
CURTAIN WALL ON 99W
Scale 1" = 10'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0".

Approved

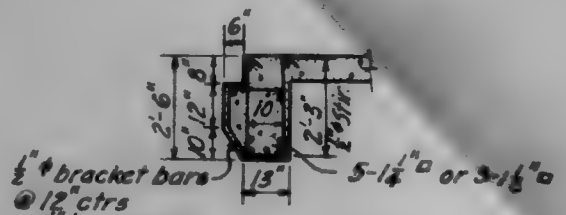
Bridge Engineer

SECTION AT BENTS X2, X3, X5 & X6

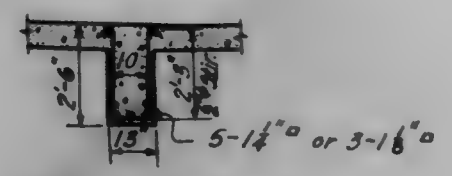

This dimension remains constant from X4 to X8
8'-8"
8' x 19" bm
2-1" bars top & bot
1/2" stirrups @ 12" ctrs
Mastic each shown
4-1" bars
1/2" hoops @ 12" ctrs

SECTION AT BENT X4

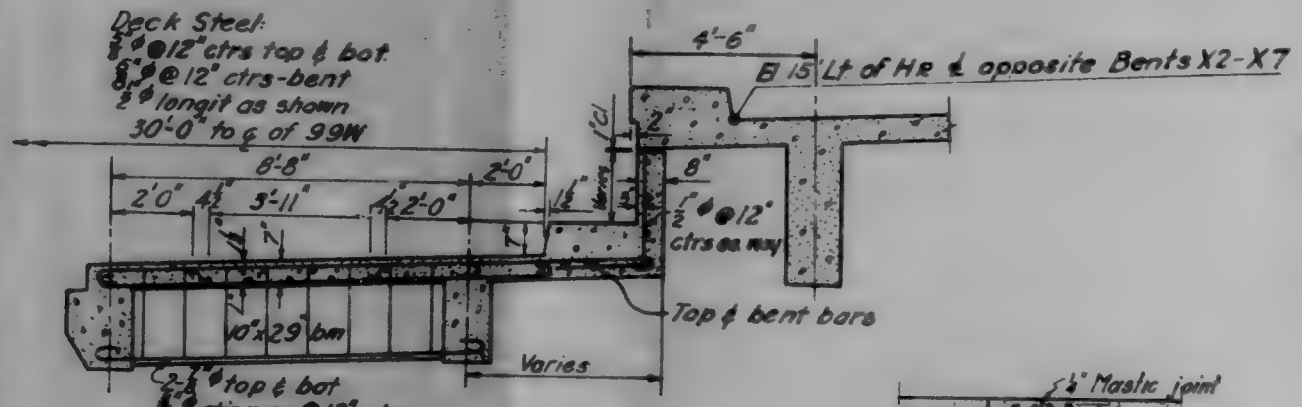
SECTION B-B



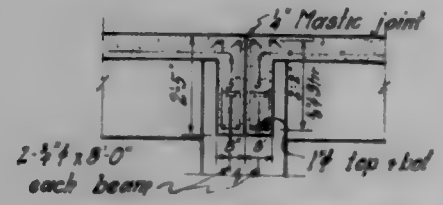
TYPICAL SECTION BEAMS X--2



TYPICAL SECTION BEAMS X--1

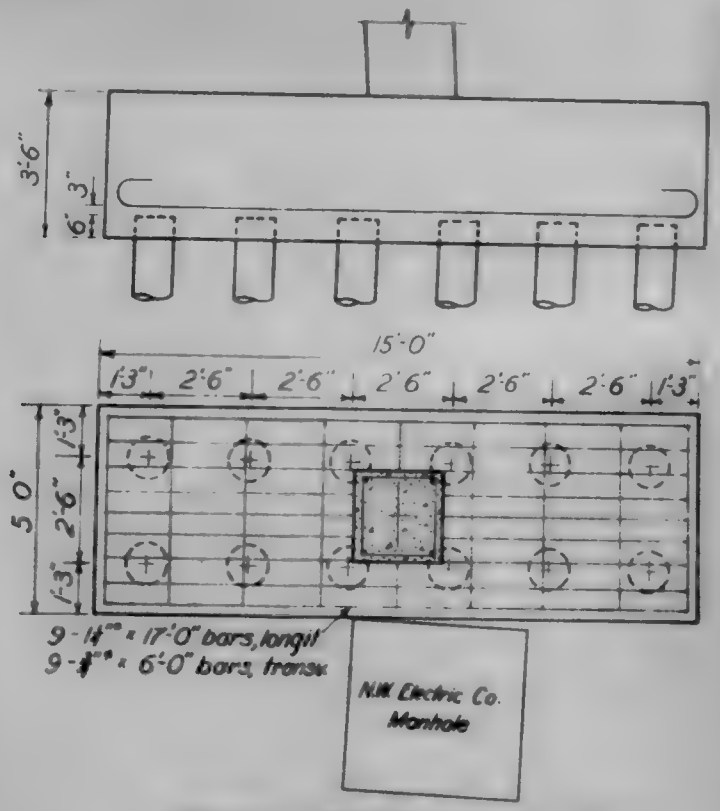


SECTION THRU BEAMS UNDER 99W
Scale 1"-1'-0"

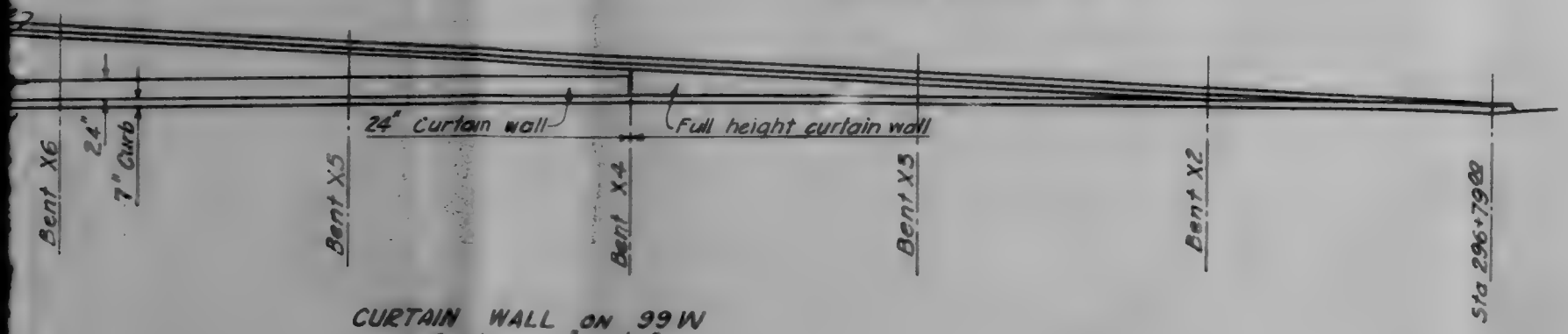


SECTION AT BENT X7

Note:
Excavate for piling to elevation of bottom of manhole. Drive piling and backfill to support concrete footing.



SPECIAL TWELVE PILE FOOTING AT BENT ELEVEN · RIGHT



CURTAIN WALL ON 99W
Scale 1"=10'-0"

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 1/2"=1'-0"
SHOULD BE READ 1"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Approved:

Bridge Engineer

Revised 10-25-49-R.T.S.
12-7-49 R.T.S.

OREGON
STATE HIGHWAY COMMISSION

INTERSTATE AVE. GRADE SEPARATION
BENT DETAILS

SCALE AS NOTED	DRAWN BY R.T.S.	SHEET 10 OF 18
AUG. 17, 1948	TRACED BY J.M.T.	BRIDGE NO. 7115
CHECKED BY		DRAWING NO. 9012

RECEIVED
FEB 23 1950
FOR FILING

UE-306(8)

February 21, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

I attach hereto one certified and two uncertified copies of the agreement with the Union Pacific Railroad Company for Oregon Project No. UI-306 (8), Tillamook Street-Broadway Bridge Section of the Pacific Highway West.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

Encl.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

February 3, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the copies of the agreement with the Union Pacific Railroad Company sent us for Oregon Project No. UI-306(8), Tillamook Street - Broadway Bridge Section of the Pacific Highway, West.

NOTED
W. C. WILLIAMS

Three copies of the agreement are needed for proper distribution. Also, it is noted that the exhibits are not colored and at least one copy should be a certified copy. Accordingly, both copies enclosed with Mr. Williams' letter of February 1, 1950 are returned herewith.

Very truly yours,

T. M. DAVIS
District Engineer

Encl.

RECEIVED
APR 5 - 1950
FOR FILING

"A"
4/6/50

Salem, Oregon
February 9, 1950

Mr. J.H. Devers
Chief Counsel

Attached hereto, for further handling by you, are two fully executed copies of an agreement with the Union Pacific Company covering Tillamook Street, in Portland, Oregon. These copies were initialed by the Commission at its meeting on February 7, 1950.

Secretary

rm
attach: 2

FORM E-123 25M 10-48

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

Feb. 9, 1950

Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Dear Mr. Glaisyer:

When you are making up your records concerning matters disposed of by the Commission at its last meeting, will you please return to me the two copies of the agreement with the Union Pacific Company covering Tillamook Street. These are the ones which the Commission initialled.

Yours very truly,

J. M. DEVERS

JMD:FRC

RECEIVED
APR 5 - 1950
FOR FILING

AGENDA
FEB 6 - 1950

2-i

1-30(c)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1950

SUBJECT:

To: Mr. H. B. Glaisyer

Secretary

Dear Mr. Glaisyer:

We have been negotiating for some time with the Union Pacific on matters relating to construction involving Tillamook Street and other Railroad property in Portland.

The agreements have been signed by the Railroad and by the State, but subsequent to execution it was found necessary to make some minor changes, and I must have those changes initialed by the Commissioners.

Please give me that opportunity at the next meeting.

Very truly yours,

J. M. DEVERS

JMD:NH

C.C.R.

RECEIVED
FEB 9 1950
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

File

UI-306(8)

February 3, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change requested for Project UI-306(3), item 11 of the Postwar Federal Aid Urban Highway Program dated May 28, 1943 has been approved effective January 25, 1950.

The current status as approved:

Total Cost	$930,000
Federal Funds	540,000
State Funds	390,000
Mileage	0.361

The revised termini, Tillamook Street-Broadway Bridge. Character of proposed work, grading, draining, 4-lane high type pavement, 2 structures, (Hwy. Sep.).

Very truly yours,

Copy to Robert

T. M. DAVIS
District Engineer

W. C. WILLIAMS

RECEIVED
JAN 20 1950
FOR FILING

UT-306(8)
2036

File

January 19, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 2900
Portland 8, Oregon

Dear Sir:

With reference to the agreement between the State and the Union Pacific Railroad Company on the Tillamook Street-Cherry Street Section, Pacific Highway West, in Portland, it has just this date been returned to us, executed by the Railroad Company. There were two minor changes made in the original form of agreement, and, while these changes are satisfactory, the agreements must go to the members of the Highway Commission for initialing of the changes.

Just as soon as the agreements have been returned from the Commissioners we shall furnish the usual number of copies to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mc

cc Mr. G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 17, 1950

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Paxson's January 16th letter enclosing four orders for State Force Work covering rearrangement of the Western Union Telegraph lines, City Water system, Union Pacific Railroad signal system and City Fire Alarm system.

Our concurrence in award as of September 29, 1949 was predicated on the conditions stated in our letter of September 28, 1949. At that time it was our understanding the State - Union Pacific Railroad agreement was in the process of execution and would be completed shortly. However, we have not been informed as to whether this agreement was executed.

If this agreement was executed we should be furnished the usual number of copies. We will take no action regarding these four force orders pending clarification of the above mentioned agreement.

Very truly yours,

T. M. DAVIS
District Engineer

Department of Commerce
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

Ore.UI-306(8)

January 17, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed herewith is an approved print of each of the following Drawings, revised December 7, 1949, for Oregon Project UI-306(8), Tillamook Street-Broadway Bridge Section of Pacific Highway West:

No. 9012
" 9013
" 9014
" 9017.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caulfield
L. J. Caulfield
Principal Highway Engineer

Enclosures.

RECEIVED
JAN 20 1950
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT UI-3 6(8)
3236

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN
W. C. WILLIAMS
FOR FILING

Dear Sir:

Reference is made to advance plans for the Tillamook Street Section of Oregon Project No. UI-306(8) received in this office January 3, 1950. These plans have been forwarded to our Washington Office for advance review but in the hurried review in this office it is noted that the horizontal clearances in the overcrossings on the HB Line and the WB Line both provide for 4-1/2' from the curb to the wall on the left side but only 1-1/2' on the right side.

We wish to call your attention to our letter of July 18, 1949 regarding the Broadway - Tillamook Section of this same project referring to comments from our Washington Office regarding the clearances of the Broadway Overcrossing which do not conform to Interstate Standards. Clearances on the Broadway structure were increased as covered by Mr. Williams' letter of July 26, 1949. In the present instance we cannot see why the Interstate Standards should not be used on the WB and HB lines of the Steel Bridge - Broadway Bridge Unit now being reviewed.

Your early advice on this matter will be appreciated. Possible further comments may be made by our Washington Office upon completion of their review.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
JAN 18 1950

1-17-50 ASSIGNMENT No. 1651
By

Description: T. M. Davis' letter of 1-16-50 re advance plans for Tillamook Street Section of Ore. Proj. No. UI-306 (8)

Acknowledged by _____ Referred to Parson

~~XXXX~~ Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

Assignment executed _____ Report received _____

Remarks:

1-19-50 mc

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
JAN 13 1950
FOR FILING

FORM E-90X
41-326 (8)
3236

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 11, 1950

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith four State Force Work Orders in connection with the Tillamook Street-Broadway Bridge contract No. 3236. The orders are as follows.

Rearrange fire alarm system, estimated cost $2,000.00.

Rearrange water system, estimated cost $7,000.00

Remove Western Union Telegraph Company lines and cables and install in conduit in permanent location, estimated cost $34,300.00.

Rearrange Union Pacific signal system, estimated cost $5,000.00.

The amounts as above outlined have been set up in the project authorization. They are, of course, an estimate, and the final payment will be made on a cost basis.

Yours very truly,

NOTED
W. C. WILLIAMS

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.

RECEIVED
JAN 13 1950
FOR FILING

RECEIVED
JAN - 4 1950
FOR FILING

U.I-306(8)

F.16

December 29, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

As requested in your letter dated December 27, we are sending today three sets of advance plans for the Steel Bridge-Tillamook Street Section, Project No. UI-306 (8). Your letter indicates that these plans are to be submitted to your Washington, D. C., office for review.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

December 27, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans submitted for the Steel Bridge - Broadway Bridge Unit of the Steel Bridge - Tillamook Street Section of the Pacific Highway, West, Oregon Project No. UI-306(8), appear to have been revised to incorporate the recommendations and suggestions made in our letter of March 1, 1945 and the understandings reached as a result of inspections of the project with city officials and a representative of our Western Headquarters' office. Accordingly, it is requested that three additional sets of plans be submitted for advance review in our Washington, D. C. office.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
NOV 30 1949
FOR FILING

WI-3064

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Please note attached copy of a letter from C. J. Montag & Sons concerning delay to their work at the east end of the Broadway Bridge in Portland. The statements made in this letter are in accordance with the facts. The contractors work has been and continues to be seriously delayed because of the slowness of the Western Union Telegraph Company in revising their cable installation and because of the work on the city sewer now going on in the vicinity of the east end of the Broadway Bridge.

We have had a conference between the contractor for the sewer work and Mr. Montag, and I believe that the scheduling of the work has been arranged as well as can be, considering that both contracts must be carried on. There is no arrangement, however, that can be made which will not occasion delay and probably extra cost to our contractor. We have been in touch with the Western Union Telegraph Company continuously for the past several weeks, and it now appears that they are ready to start with the revising of their cable. We hope that this cause of delay will soon be eliminated.

Mr. Montag has not, as yet, made any formal claim for compensation for interference with the work, but I anticipate that he will make one in the near future.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

C. J. MONTAG & SONS
General Contractors
317 Builders Exchange Bldg.
Portland 4, Oregon

COPY

November 17, 1949

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 3236, Tillamook St.-Broadway Bridge Section of Pacific Highway West

Gentlemen:

One of the provisions of our Contract No. 3236 for remodeling the Broadway Bridge stipulates that the Broadway overpass structure shall be completed and ready for traffic by February 28, 1950. We are unable to do this for the following reasons:

Due to the closing of the steel bridge and under the paragraph in your specifications relating to the provision for maintenance of traffic, we were directed to do nothing to interfere with the normal traffic flow on the Broadway Bridge until such a time as the steel bridge should be re-opened for traffic.

In addition to the above item, we are delayed in various other portions of the job by conditions entirely beyond our control, namely:

We cannot work on the south side of the Broadway Bridge because the interceptor sewer contractor for the City of Portland has a tunnel shaft and tramway directly south of Broadway in the area to be occupied by the detour trestle on that side. Also on the south side of Broadway, the same sewer contractor has an open-cut trench extending to Halsey Street and our stockpile sites between Crosby and Halsey Streets are completely filled with spoil from said ditch, leaving no room for our excavation.

On the north side of Broadway, the Telephone Company is not finished splicing their cables although they expect to be done within the next three weeks. However as long as they are not finished, we do not dare risk removing concrete walls or driving piling as it is not possible to exactly locate the existing conduit.

We are unable to do our work on the east side of Interstate in the vicinity of Wheeler Place because that area is also being occupied by the Portland sewer contractor. On the Interstate Avenue viaduct, otherwise known as the HR Line, we have excavated and driven piling as far as we can until the wires of the Western Union Telegraph Co. are removed from their present location. The equipment used in our activities is sitting there idle and will remain idle until such a time as the wires are removed. In any case we cannot place any beams or slab in this structure because it is impossible to complete any series from one expansion joint to another.

Under the terms of our contract we are required to notify all utilities and give them sufficient time for relocating out of the way of the new construction. In the case of Western Union, at the time of our notice to proceed, we asked verbally and again in writing, that their lines be removed with fair promptness.

As of this writing, no physical action has been taken in the matter. Western Union has called separate bids from several different contractors on this work and we understand they are planning to start soon. This is the first time in our experience that any public utility has, on a contract of this nature, sent out formal calls for bids on this type of work. In the ordinary course of events they do the work with their own forces without such a waste of time. We believe that if a utility is to follow this procedure, some special notification should be made in the specifications in order that we may make allowances for the time lag when planning our work.

The same thought applies in the case of the interceptor sewer contractor. Normally one does not count upon another contractor to be working on his right-of-way, indeed occupying all of it at certain spots, without being advised of what to expect.

We wish to point out that these delays, coupled with the original delay in signing the contracts, are causing us a considerable financial loss. We have lost a nice portion of good weather, have been forced to revise our entire schedule and will probably do much work under far worse working conditions than was contemplated when the project was figured. It is either that or hold over to another season which would not improve our financial status, nor be very satisfactory to the Highway Commission or the City of Portland.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

By— C. C. Montag (signed)

CCM/jk

RECEIVED
OCT 26 1949
FOR FILING

Files

UI-306(8)
3236

October 25, 1949

C. J. Keating & Sons
317 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

We are sending you herewith a fully executed copy of Contract No. 3236, which was awarded to you on the 29th of September, 1949, by the State Highway Commission, covering construction of three reinforced concrete viaducts on the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in the city of Portland.

This copy is for your records and files. An executed copy of the contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

Recorded 10-31-49

RECEIVED
OCT 22 1949
FOR FILING

44-32 (1)
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

Y.C.

September 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The bridge division of our Washington Office has completed the review of the plans for the Tillamook Street-Steel Bridge Section of the Pacific Highway West, Oregon Project UI-306(8). The following comments and recommendations concerning design details and practical considerations are from that source. None of the suggested improvements are of a radical nature or will be difficult or costly to incorporate. Their adoption will, however, materially improve some weak points in the design which we have reluctantly condoned in the past. Also, many of the suggested improvements will substantially decrease the possibility of excessive and costly future maintenance.

"There is no reinforcement provided to resist the negative bending moment at the ends of the three column bents of the Interstate Avenue Grade Separation. The columns and cross beams are of integral construction so that cracking may be expected without the negative reinforcement. It is recommended that a minimum of two 3/4 ϕ bars be used in the top of the bents at the ends in lieu of the two 1/2 ϕ bars shown and that the 3/4 ϕ bars be bent down bond distance into the columns at the outside edge. Larger size bars as shown necessary by calculations should be used at the bent ends supported on short columns.

There is no reinforcement provided to resist the negative bending moment at the ends of the spans cast integrally with Bents Nos. 1, 19, 25 of the Interstate Avenue Grade Separation. Reinforcement should be provided to care for this moment or a horizontal bearing surface designed to allow for the slight rotation at the end simply supported spans should be provided. It is recommended that the end details at the three bents be revised to conform to the above comments.

There is no transverse steel, parallel to the center line of roadway, in the top of the cross beams of Bents Nos. 1, 4, 7, 10, 13, 16 and 19 of the Interstate Avenue Grade Separation. Each of these bents support the fixed end of a span. It is thought that shrinkage and temperature changes might cause cracking of the caps. It is recommended that transverse steel be added at the tops of these cross beams. While there are no fixed ends of spans supported on Bent 22, it is thought that it would be advisable to add transverse steel in the top of the cross beam.

REFERRED TO
By Asst. Chief Engineer

Copy to Paxson.

Bent X8 is composed of three treated timber piles with individual caps. These caps are not reinforced and extend only three inches above the pile tops. A minimum of one foot of concrete should be provided above the pile tops and the caps should be reinforced. It is suggested that one reinforced cap covering all three piles be used instead of three caps.

Steel expansion rockers are used on the Interstate Avenue Grade Separation and Interstate Avenue Partial Viaduct. No anchors are provided to fix the bearing plates to the bents or to the girders. It is suggested that anchors be provided for these plates.

There is no reinforcement provided to resist the negative moment at the ends of the spans cast integrally with the columns of the end bents of the Interstate Avenue Partial Viaduct. Recommendations are the same as for second comment above.

The abutments of the Broadway Overcrossing are designed as simple beams supported against horizontal forces by the superstructure and the footings. The bottom of the footing is 1'8" below the top of the roadway surface at the curb. The vertical load on the footing is not sufficient to allow the horizontal forces to be resisted by friction between the footing and the underlying compact sand. Placing of the backfill is to be done after the roadway slab is poured, the roadway slab being considered as a strut to resist the horizontal earth loads. Due to the possibility of slab replacement, cutting of the slab to install utilities or other future changes to the slab this office does not consider it advisable to use the roadway slabs for struts. In making future changes the unusual condition that the slab supports the abutment may be forgotten or overlooked. It is recommended that struts between the abutments and pier be provided to take the horizontal loads on the footings.

It is requested that on all future projects logs of foundation borings be placed on the plans."

Please note that many of the suggestions can and should be applied to all future projects. We would prefer that the logs of the foundation materials obtained by boring or other means be placed directly on the plans. It is realized that so doing would involve a change of policy on the part of your department. We feel that giving the bidder as much information as possible concerning the probable conditions to be encountered would result in more competent and better bids. Certainly the usual bidder will not make any foundation explorations whatsoever, and his bid reflects the worst conditions he anticipates. The State Highway Commission can be completely relieved of liability for actual conditions being different

than those indicated on the plans and based on the exploratory work, by a special provision or an addition to the standard specification. Such special provision or specification revision can state explicitly that the information shown is indicative only, is not guaranteed, and that the contractor shall have no claim for encountering conditions different than those shown on the plans.

In any event, if it is the policy of the State Highway Department not to show the foundation information on the plans, as requested, at least a supplemental sheet showing this data shall accompany each set of plans furnished this office. This will be a prerequisite for approving all future structures.

After completing the revisions required for this project, please forward six copies of each drawing affected.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 21 1949
OREGON
STATE HIGHWAY COMMISSION

WESTERN UNION

RECEIVED
OCT 21 19
FOR FILING

W. P. MARSHALL, PRESIDENT

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM | SERIAL
DAY LETTER | NIGHT LETTER

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE | DEFERRED
CODE | NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

411-3C6(P)

3236

SALEM, OREGON
OCTOBER 20, 1949

MR. G. P. MUNCH
AREA SUPERINTENDENT
PLANT AND ENGINEERING
THE WESTERN UNION TELEGRAPH COMPANY
SAN FRANCISCO, CALIFORNIA

RE CONTRACT FOR FACILITIES ESTIMATES - FD - 45549, EAST APPROACH STEEL BRIDGE IN PORTLAND, WE RECOMMEND AWARD LOW BIDDER, MAYER CONSTRUCTION COMPANY, PORTLAND, OREGON.

W. C. WILLIAMS
ACTING STATE HIGHWAY ENGINEER

THE WESTERN UNION TELEGRAPH COMPANY

PACIFIC DIVISION

SAN FRANCISCO CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

RECEIVED
OCT 2 1 1949
OREGON
STATE HIGHWAY COMMISSION

AIR MAIL

October 18, 1949

ESTIMATES - PD - 455-49

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W.C. Williams, State Highway Engineer

This has reference to your letter of July 7, 1947 requesting our estimate for changing the Western Union line in connection with the east approach to the Steel Bridge in Portland on the Tillamook Street-Cherry Street project.

In our reply of July 19, 1949 we informed you that we were requesting the Union Pacific to furnish you this information.

On August 4 we received a telegram from the Union Pacific stating that the state had approved the project and had requested that advance approval be obtained and work started at once. As we are quite anxious to cooperate with the state we secured our authority and most of our material is now on the ground and we will be ready to start our work as soon as contract arrangements are completed.

We do not have the proper equipment for the digging of trench for the proposed underground conduit and for the construction of manholes so we have followed our usual practice in such cases and have solicited bids from three reliable contractors for this work.

Since billing for this work will be in accordance with the provisions of GAM 299, in compliance with Section B, page 5, "Performance of Work" we are attaching a copy of our correspondence soliciting bids, with other pertinent correspondence, together with copies of bids received from the three firms solicited. To the best of our knowledge all three bidders are reliable and are capable of performing the work under our supervision.

You will note that bids received were based on oral request and verbal understanding of proposed work and we have asked confirmation of bids based on our letter of October 12.

It is our belief that there will be no difference between the bids which have been received and the bids requested in our letter of October 12. Our estimated cost of the work covered by the bids was $10434.

In order to expedite the work, will you please wire the name of the bidder which the state chooses to accept; this acceptance to be subject to bid received being identical to bid requested in my letter of October 12 - invitation for bids.

Upon receipt of this information and new bids we will immediately prepare a contract with the successful bidder and submit it to the contractor and our New York office for execution.

Yours very truly,

C. P. Morton

Area Superintendent
Plant and Engineering

MPC:SG
GWS

COPY

October 13, 1949

ESTIMATES - P.D. - 455-49 - Albina, Oregon

J.C. Montag & Sons
General Contractors
317 Builders Exchange Bldg.
Portland 4, Ore.

Mr. Sam Abrams
Empire Construction Co.
4506 East 39th Ave.
Portland, Ore.

Gentlemen:

Please refer to our letter of October 12, 1949, requesting your bid on certain work in connection with the Interstate Avenue grade separation project.

For your information, this letter was written you in order to conform with requirements of the Public Roads Administration General Administrative Memorandum No. 299.

We should have a letter from you duplicating the information contained in your letter of the 8th but dated the day you send it. This letter should also refer to ours of the 12th soliciting bids.

We are quite sorry that through an oversight we have caused you this inconvenience and extra work.

Yours very truly,

(s) C. P. NORTON
Area Superintendent
Plant and Engineering

GWK:SG
GWS

COPY

October 12, 1949

ESTIMATES - P.D. - 455-49 - Albina, Oregon

Mr. Sam Abrams
Empire Const. Co.
4506 E. 39th Ave.
Portland, Ore.

J.C. Montag & Son
General Contractors
317 Builders Exch. Bldg.
Portland 4, Ore.

Parker-Schram Co.
1, Builders
Exch. Bldg.
Portland, Ore.

Attn.:
Mr. Scott Bufton

On account of the construction of the Interstate Avenue grade separation by the State of Oregon Highway Commission near Albina, in Portland, Oregon, The Western Union Telegraph Company must remove its aerial wire and aerial cable trunk line along the Oregon-Washington Railroad and Navigation Company right of way.

Confirming conversation with our Mr. G.W. Kirkup, we will be pleased to receive your bid to perform certain work in accordance with the following data:

1. Lineal feet of trench to open and backfill. This unit shall include all the labor required to excavate, backfill, dispose of surplus earth and debris and shore to maintain railway traffic, approximately 1280 feet of trench.

2. Lineal feet of iron pipe to lay. This unit shall include all labor required to lay, couple and cut to fit approximately 381 feet of 3" iron pipe.

3. Lineal feet of 6-way vitrified clay duct to lay. This unit shall include all labor required to lay, couple and cut to fit and totally enclose in concrete approximately 1186 lineal feet of 6-way duct.

4. Reinforced concrete manholes to build 4'x6'x5'. This unit shall include all labor and certain materials required for excavating, disposing of surplus earth and debris, placing forms, building four manholes, removing forms, backfilling and tamping, placing pulling-in irons, steps, sumps, bolts for cable racks, frames and covers. Frames shall be laid on two courses of brick.

5. Pipe bends to place. This unit shall include all labor to install fourteen 3" pipe bends and connect to underground duct.

6. Install fish wire. This unit shall include all labor to install one fish wire in each of three ductways between the east and west end of the work and to install one fish wire in each of the two lateral ducts. This amounts to approximately 4000 feet of fish wire.

The contractor shall furnish all labor, tools and equipment to perform the work as outlined above and shall furnish the following materials:

1. All lumber and other materials required for forms, bracing and shoring.

2. All concrete, brick and mortar for building manholes, encasing ducts, joining ducts to manholes and to each other and joining ducts to pipe bends.

3. Reinforcing rods for manhole walls and roofs.

4. All barricades and protective devices to safeguard the work.

5. Muslin for wrapping joints in vitrified clay duct.

The Telegraph Company will furnish the iron, pipe, pipe bends, vitrified clay duct, manhole frames and covers, pulling-in irons, duct plugs, fish wire, castings to join clay duct to iron pipe and iron pipe to pipe bends, and such other material as required by the Telegraph Company.

The contractor shall accept delivery of material at the Union Pacific Dock at Albina in East Portland or at the Western Union warehouse at 314 N.W. Glisan St. in Portland and shall be responsible for material placed in his care.

The contractor may be asked to furnish suitable surety bond in amount determined by the Telegraph Company and shall furnish the O-W RR&N Co. public liability and property damage insurance in the amounts of $50,000 and $100,000. He shall also furnish to the Telegraph Company certificates of personal, public liability, property damage and workmens' compensation insurance.

The Telegraph Company shall secure all necessary permits for encroachments on the O-W RR&N Co.'s right of way.

Any municipal permits required will be obtained by the Telegraph Company at its expense.

All trench or manhole work adjacent to or crossing the O-W RR&N Co. tracks must be performed in a manner satisfactory to the Operating Department of the Railway Company and any bracing or shoring necessary to insure safe continuous operation of trains must be placed by the contractor as directed by the Railroad.

As the work will be performed while the railroad tracks are in operation the railroad may require the presence of trainmen to safeguard the passage of trains and the cost of such trainmen shall be borne by the Contractor.

The removal of the existing pole line and placing of "H" fixtures and guy stubs is not a part of this bid.

All work shall be performed under the supervision of an inspector furnished by the Telegraph Company and in accordance with its specifications for underground construction.

Bids should be addressed to me and postmarked not later than October 25, 1949.

Enclosed are two copies of a drawing showing the detail of the work.

Yours very truly,

Area Superintendent
Plant and Engineering

GWK:SG
GWS

Att.

T. PARKER
RI A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL - CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

October 14, 1949

Mr. C. P. Norton
Western Union Telegraph Company
Room 435 - 49 Geary Street
San Francisco, California

Dear Sir: Attn: Mr. G. W. Stamm

Complying with your recent oral request, we are pleased to submit our proposal covering the installation of approximately 1186 lineal feet of 6-way duct, together with necessary concrete manholes and other accessory work, from Albina Avenue south along the right of way of and parrallel to the tracks of the Union Pacific Railway Company in the City of Portland, Oregon, to replace your existing aerial service in that vicinity, in order to permit the ~~R~~vision of highway facilities at such location, as follows:

We agree to furnish all superintendance, labor, transportation, tools, equipment and the following materials -

Lumber for shoring of trench where needed
Lumber for manhole forms
Concrete for encasing duct
Concrete and brick for manholes
Reinforcing steel for manholes
Muslin for wrapping tile joints

required for installation of 6-way duct and performance of accessory work at the above location in accordance with your Drawing Est PD 455-49, on the following unit price basis:

1.	Excavate and backfill trench including timbering as required - 1280 lin. ft. @ $9.25	$11,840.00
2.	Instal 6-way duct in concrete 1186 lin. ft. @ 2.75	3,261.50
3.	Instal 3" iron pipe - 381 ft. @ 50¢	19.50
4.	Instal 14 3" pipe bends @ 1.50	21.00
5.	Instal fish wire 4000 lin. ft. @ .02	80.00
6.	Construct concrete manholes 6'0" long x 4'0" wide x 5'0" head room - 4 only @ $750.00	3,000.00
	Total	$18,222.00

Mr. C. P. Norton (Cont'd)

Portland, Oregon
October 14, 1949

It is understood that approval and consent of the Union Pacific Railway Company for performance of this work at this time of year in accordance with the method of construction contemplated, as discussed with our Mr. L. S. Bufton, is guaranteed by the Western Union Telegraph Company.

It is further understood that in the event we are awarded contract for this work, our operations thereunder will come within the protection of our existing Comprehensive Liability Policy No. CL 102823 in the Glens Falls Indemnity Company of Glens Falls, New York, which provides coverage on all our operations in the following limits:

Public Liability	$100,000/100,000
Property Damage	$100,000 each accident

Western Union Telegraph Company is already named as an additional insured under this policy in connection with any work we may have under contract with your company.

Because of the many difficulties that will be encountered in the performance of this work, including the limited area available for our operations, the close proximity of the Union Pacific Railroad tracks, the delays incident to railroad traffic and the possibility of adverse weather conditions during the performance period, we, and no doubt any other contractors submitting proposals on the project, have found it necessary to include allowance for contingencies that have tended to increase the unit bid prices for this work but, of course, may never occur. We, therefore, submit for your consideration as an alternative proposal, performance of the work on the basis of actual cost for labor, materials, insurance and rental for equipment used in completion of the project, plus 15% for profit, overhead and use of small tools required.

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:eab

C. J. MONTAG & SONS
GENERAL CONTRACTORS
501 COUCH BLDG.
PORTLAND, OREGON

October 8, 1949

Mr. C. P. Morton
Western Union Telegraph Co.
46 Geary Street
San Francisco, California.

Attention: Mr. S. W. Stamm

Gentlemen:

In response to your invitation to bid for the Albina, Oregon changes on account of highway viaduct, we wish to quote the following:

Open & backfill 1860 ft. trench @ $6.70 per ft.	8,576.00
Lay 1186 ft. of 6 way duct @ 2.50 per ft.	2,965.00
Install fourteen 3" pipe bends @ $5.00 per bend	70.00
Lay 561 ft. of 3" iron pipe @ 25¢ per ft.	98.25
Install 4000 ft. of fish wire @ 7¢ per ft.	280.00
Construct 4 concrete manholes @ $200.00 each	800.00
Total	$12,786.25

Very truly yours,

C. J. MONTAG & SONS

By— C. C. Montag

CCM/jk

COPY

EMPIRE CONSTRUCTION COMPANY
General Contractors
Office: 4506 SE. 39th Ave.
corner Holgate
Phone: SUset 1163
Portland 2, Oregon

October 8, 1949

Office of Mr. C.P. Norton
Western Union Telegraph Company
Room 435, 49 Geary Street
San Francisco, California

Attention: Mr. G.W. Stamm

Re: Albina, Ore. Changes account Hwy. Viaduct

Gentlemen:

The Empire Construction Company proposes to lay the new 6-way duct line scheduled in the City of Portland in accordance with your plans and specifications, together with the construction of the specified manholes and the performance of other miscellaneous work in connection with the installation of this duct line in accordance with the following schedule of prices:

	Quantity	Unit	Unit Price	Total
Open and Backfill trench	1280	Lin.Ft.	$3.00	$3,840.00
Lay-6-way duct-encased in concrete	1186	"	4.00	4,744.00
Lay 3" iron pipe	381	"	.50	190.50
Install 3" pipe bends	14	Ea.	5.00	70.00
Install fish wire	4000	Lin.Ft.	.05	300.00
Construct concrete manholes 6'5" long x 4'0" wide x 5'0" headroom	4	Ea.	400.00	1,600.00
		TOTAL		$10,644.50

As you know, the Company is thoroughly experienced in this type of work and has ample facilities to proceed with the work and with dispatch. If you wish we can start the work immediately upon the receipt of a call or wire from you.

The bonds discussed will be furnished by our Company. This includes a performance bond from the Glens Falls Indemnity Company and a bond to protect the Railroad while we are working on its right of way.

COPY 2.

As discussed with you, we have figures on complete concrete encasement for the duct line, and all work contemplated in this proposal has been estimated on the basis of your prints and our discussions of the job.

We appreciate the opportunity of bidding on this work, and sincerely hope you may be able to award the job to our Company.

Yours very truly,

(s) Robert A. Bitar

Partner

RECEIVED
OCT 20 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1949
FOR FILING
COPY

U.T-306 (8)
3236

File

COPY

UNION PACIFIC RAILROAD COMPANY

Department of Operation

851 Pittock Block
Portland 5, Oregon

October 5, 1949

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

REFERRED TO

Stephenson - Please follow up
WCW

Dear Sir:

Referring to telephone advice from my office to Mr. W. H. Williams, September 29, 1949, in connection with encroachment of Highway 99-W near Tillamook Street, Portland, at which time Mr. Williams was advised that we had authority from our principals to permit the State's contractor to start his work on this project in advance of execution of formal documents with the understanding that we are not committed to any specific terms of the agreement until it is formally executed by us. In this conversation, Mr. Williams' attention was called to the fact that in spite of the above, we could not permit your contractor to start work until we had received a proper insurance policy as provided in the proposed agreement between the railroad and the State.

This confirms telephone conversation between my office and Mr. Williams today, calling attention to the fact that contractor had not yet furnished an insurance policy and also to the effect that inspection on the ground this morning by me disclosed the fact that your contractor has damaged a sign on our property, under lease to Foster and Kleiser Sign Company, and also that he is operating his machinery on the edge of the bluff where it appears to me that a false move would bring a machine down on the top of us.

It was understood in our conversation that Mr. Williams would insist on the contractor immediately furnishing us with a proper insurance policy.

Yours truly,

/s/ L. W. Althof
L. W. Althof

COPY

RECEIVED
DEC 13 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

September 30, 1949

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am enclosing four copies of an encroachment resolution which was passed by the Common Council of the City of Portland on July 28, 1949.

This resolution was passed in connection with Project U1-306(8), Tillamook Street-Steel Bridge Section of the Pacific Highway West.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM
Encl.

cc: Mr. J. W. Nash

RECEIVED
DEC 16 1949
FOR FILING

AGENDA
NOV 7 1949
4-K

UT-306(5)
3236

September 29, 1949

C. J. Strobel & Sons
317 Bullard Exchange Building
Portland 5, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and paving, and construction of three reinforced concrete structures, on the Tillamook Street-Structure Bridge Section of the Pacific Highway West in Portland. This award was based on your low bid of $665,911.50 submitted on August 2, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Jm Secretary

cc - H. G. Smith
Goldie Lewis
A. H. Probert
G. A. Purdin
L. H. White (A.I.A.G.)

SAC confirmation

SAC

...IC SERVICE
...the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1906

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

G J MONTAG & SONS
317 BUILDERS EXCHANGE BUILDING
PORTLAND 4 OREGON

SALEM OREGON
SEPTEMBER 29, 1949
3:45 p.m.

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR TILLAMOOK STREET BROADWAY BRIDGE SECTION OF PACIFIC HIGHWAY WEST IN PORTLAND MULTNOMAH COUNTY BASED ON YOUR LOW BID SUBMITTED AUGUST 2 1949. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1949
FOR FILING

UI-3.1(c)

September 29, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Your letter of September 26 advised that concurrence in award of contract for Oregon Project UI-306 (8), Tillamook Street-Broadway Bridge Unit of the Pacific Highway, would be granted, subject to the following conditions:

1. That contractor will file no claim on account of delay in securing right of way from the Union Pacific Railway.

2. That no work be performed on the railroad right of way until same is secured by the State.

3. That there will be no change in the plans and specifications as approved due to the right of way in question.

We accept the conditions and ask your immediate concurrence of the award. We believe our interests are fully covered in the conditional items, as follows:

1. We have a letter from the contractor, in which letter he agrees, "....accept the award at our bid price, subject to the above restriction." This letter assures us that the contractor can claim no additional compensation, which disposes of Item 1.

2. The letter from the contractor advises that, "We will agree to stay off of any railroad right of way.....until we are given specific instructions by you to proceed." We will not permit the contractor to enter upon the property until proper permit of entry has been granted by the railroad company.

3. It is understood that there is to be no change in plans and specifications as approved, due to the right of way in question. There may, of course, be some minor changes necessary as the work progresses, subject, of course, to your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

1518 N. W. 78th Avenue
Portland, Oregon
September 27, 1949

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that there is a possibility that the contract for the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Multnomah County, upon which we were the low bidders at the Commission meeting held on August 2, 1949, may be awarded provided we will agree to stay off of any railroad right of way included in the project until such time as the railroad has signed its agreement with you covering the encroachment, or until we are given specific instructions by you to proceed with the work on this railroad right of way.

We hereby agree to this provision in the award of contract and will accept the award at our bid price subject to the above restriction.

Very truly yours,

C. J. Montag & Sons

By C. J. Montag

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

September 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of September 26, 1949 requested concurrence in award of contract for Oregon Project UI-306(8), Tillamook Street-Broadway Bridge Unit of the Pacific Highway, subject to the understanding that no work will be performed on railroad property until the agreement with the Union Pacific Railway Company is executed.

As concurrence in award appeared to be contrary to the provisions of G.A.M. 68 the matter was referred to our Division Engineer. His reply indicated that award of contract will be satisfactory subject to the following conditions:

1. That contractor will file no claim on account of delay in securing right of way from the Union Pacific Railway.

2. That no work be performed on the railroad right of way until same is secured by the State.

3. That there will be no change in the plans and specifications as approved due to the right of way in question.

Accordingly, we will be prepared to concur in award of contract immediately upon receipt of your acceptance of the above conditions.

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk
C. G. Polk
Sr. Highway Engineer.

NOTED
W. C. WILLIAMS

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
OCT 6 1949
FOR FILING

WI-3c4(8)

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

W. P. MARSHALL, PRESIDENT

(591)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.PRA075 CAK=PI PORTLAND ORG 28 926A=

R H BALDOCK STATE HIGHWAY ENGINEER=

STATE HIGHWAY COMM

1949 SEP 28 AM 10

YOUR TELEPHONE INQUIRY CHERRY STREET TILLAMOOK SECTION NINETY NINE W AND CONFIRMING TELEPHONE ADVICE WILLIAMS THIS MORNING. EXPECT HEAR FROM MY PRINCIPALS IN DAY OR TWO=

L W ALTHOF UPRR CO=

NOTED
W. C. WILLIAMS

=W ALTHOF =

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

UNION

W. P. MARSHALL, PRESIDENT

(27)

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA075 CAK=PI PORTLAND ORG 28 926A=

:R H BALDOCK STATE HIGHWAY ENGINEER=

STATE HIGHWAY COMM

DAD SEP 28 AM 10 28

NOTED
W. C. WILLIAMS

YOUR TELEPHONE INQUIRY CHERRY STREET TILLAMOOK SECTION NINETY NINE W AND CONFIRMING TELEPHONE ADVICE WILLIAMS THIS MORNING. EXPECT HEAR FROM MY PRINCIPALS IN DAY OR TWO=

=L W ALTHOF UPRR CO=

=W ALTHOF= SENT BEFORE AT 959A%%.=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
SEP 2 1 1949
FOR FILING

61-306(1)

September 26, 1949

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Tillamook Street-Broadway Bridge Section,
Pacific Highway East in Portland, UI-306 (8)

Bids were received on August 2, 1949 for the Tillamook Street-Broadway Bridge Section of the Pacific Highway East in Multnomah County. An acceptable bid was received from C. J. Hunting & Sons of Portland in the amount of $865,911.50. This bid is approximately $9,270 below our estimate. The bid was referred to me with the power to award to the low bidder upon clearance of all right-of-way matters. The only right of way in question is an encroachment upon the right of way of the Union Pacific Railroad Company in the neighborhood of Thealer Street. The agreement covering this encroachment has been negotiated with the Portland office of the Union Pacific Railroad Company, and has been recommended by that office to the railroad management for approval. The main office of the railroad has been very slow in processing this agreement, and we are still unable to certify to you that the right of way is clear.

There is a large amount of work on other sections of the project which do not encroach upon the railroad, and the low bidders, C. J. Hunting & Sons, are willing to accept the award of the contract subject to the provision that they stay off of the railroad right of way until such time as the agreement is signed. This consent on their part is confirmed in the attached letter.

Under our specifications we can only withhold award of contract for 30 days after bids are taken, which period expired September 1. The low bidder, however, agreed by letter to an extension of time to and including September 30 for the award of contract. This second period will expire in a few days, and we are fearful that further extension will not be granted. In view of the above facts we urge that you concur in our award of this project with the provision that the contractor stay off of the railroad right of way until the agreement is signed.

Very truly yours,

C. W. Waldeck
State Highway Engineer

GSP:gm
cc H. H. Claisyer
S. H. Probert
J. M. Devers
C. S. Paxson

SEP 27 1949
FOR FILING

Salem, Oregon
September 26, 1949

Mr. J. M. Devers
Chief Counsel
O f f i c e .

Dear Sir:

Please note attached letter to T. M. Davis with reference to the award of contract for the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Portland. Following this procedure we are assuming that the railroad will eventually execute an agreement allowing us to encroach upon their right of way. It will probably be two months before we will need to enter upon this railroad right of way, but I would appreciate assurance from you that, if at that time we still do not have an agreement with the railroad, you can file condemnation proceedings against the railroad so that we may proceed with the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

RECEIVED
SEP 1 1949
FOR FILING

4-T-306 (8)

FILES

C. J. MONTAG & SONS
General Contractors
317 Builders Exchange Bldg.
Portland 4, Oregon

August 30, 1949

Bridge Department
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

Because the Oregon State Highway Commission has been delayed in settling various matters on the Tillamook Street-Broadway Section of the Pacific Highway project with the Union Pacific Railroad Company, we hereby grant the Oregon State Highway Commission a thirty days extension of time in awarding the contract for this project, bids for which were opened on August 2, 1949.

In other words, we will extend the time to the Highway Commission up to, and including September 30, 1949.

We trust that during this period you will be able to clear up matters with the Union Pacific Co. and award us the contract for the above-mentioned work.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

By-- C. J. Montag

CJM/jk

(NOTE: The original of this letter is being held in Mr. Glaisyer's office, to be filed in the contract when the same has been executed.)

VED
1 9 1949
FOR FILING

FORM E-30X 15M 8-49 32803

Court
Project
Muni - Portland
Award Pending

BC-1095
VI-30C(8)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1949

SUBJECT:

To: Mr. W. W. Stiffler,
Office.

NOTED
W. C. WILLIAMS

Dear Mr. Stiffler:

I called Roy Shields today with respect to the Tillamook Street-Broadway Bridge Project which you brought to my attention the other day and he said he would get in touch with his people right away and try to get the thing cleaned up and he would telephone me later today.

I told him the Bureau of Public Roads was unwilling to let our contractor proceed until we had some sort of a telegraphic or letter permit of entry from the Railroad Company and Roy said he would get busy on it right away and as soon as I get further information I will pass it on to you.

Yours very truly,

J. M. DEVERS

JMD:PW

cc G. S. Paxson

NOTED
W. W. STIFFLER

RECEIVED
AUG 12 1940
FOR FILING
WI-3-b (9)

August 11, 1940

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 3, Oregon

Dear Sir:

Re: Tillamook St.-Cherry St. Section
Harbor Drive in Portland

Herewith a copy of the agreement between the Union Pacific Railroad Company, The Western Union Telegraph Company and the State covering the encroachment on railroad property by the Tillamook Street-Cherry Street Section of the Harbor Drive Project in Portland. We do not have the map entitled "Exhibit A," referred to in the agreement. This is a railroad map and the railroad company is going to furnish us additional copies. It, however, only shows the outline of the easement which they are granting and it should not be necessary for your examination of this agreement. We will, of course, send you a copy of this map to attach to your agreement as soon as we receive them. There will be one change in the agreement which is attached hereto. That occurs on Page 6 where it is stated that reimbursement to the Western Union Telegraph Company will be in accordance with the provisions of General Administrative Memorandum No. 300. Since the wire facilities are jointly owned and operated by the Union Pacific Railroad Company and the Western Union Telegraph Company, Memorandum No. 299 is applicable rather than that of No. 300.

We are quite anxious to get this project awarded, and would ask that you examine these agreements as soon as possible and advise us as to your concurrence in the award to C. J. Montag and Sons, the low bidder.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. WILLIAMS
Assistant State Highway Engineer

GSP:bd
Attached
cc: G. S. Paxson

RECEIVED
AUG 4 1949
FOR FILING

14I-206(8)
3226

File

August 3, 1949

Mr. Ben S. Morrow
City Engineer
City of Portland
Portland 4, Oregon

Dear Sir:

This is your authority to proceed with the rearrangement of the water facilities in the vicinity of the east end of the Broadway Bridge so that they will not interfere with the construction of the Tillamook Street-Cherry Street Section. This authorization enables you to bill the State Highway Department for the work done.

Mr. D. J. Barbee, Resident Engineer, is available for consultation and can furnish you with plans of the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. D. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. A. G. Skelton
Mr. D. J. Barbee

FORM E-20X 15M 8-49 51006

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 28, 1949

SUBJECT: Rearranging Water Facilities on Tillamook St.-Cherry St. Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith copy of D. J. Barbee's letter of July 27th in which Mr. Barbee calls attention to the rearranging of certain City of Portland Water Bureau facilities in the vicinity of the east end of the Broadway Bridge. Mr. Barbee recommends that the water bureau be authorized to go ahead with this work prior to the awarding of the contract on the Tillamook Street-Cherry Street section of the Front Avenue project.

I believe in the past that this authorization has come from the Salem office, and if this meets with your approval, would recommend that the city be authorized to go ahead with this work.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: D. J. Barbee

RECEIVED
AUG 4 1949
FOR FILING

WE-2.6 (8)

UNION PACIFIC RAILROAD COMPANY

C
O
P
Y

Original referred to
Smith by WCW

851 Pittock Block
Portland 5, Oregon

August 2, 1949

520

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Tillamook Street-Cherry Street Section
Highway 99W - Portland

Dear Sir:

In reply to your letter of July 7th to Mr. C. P. Norton of The Western Union at San Francisco, concerning estimate for work on the above named project, I have been requested to submit to you the attached detailed estimate prepared by The Western Union to cover the work on their lines necessitated by the Interstate Avenue Traffic Interchange near Tillamook Street.

Mr. Young of your organization has requested that we submit a print showing the location of facilities proposed to be changed by The Western Union. I believe one such print is in existence in Portland and I will endeavor to get a copy of it to you in the next few days.

Yours truly,

(sgd) L. W. Althof

L. W. Althof.

FOR FILING

Const
Proj-E
Maint

C. P. NORTON
DIVISION SUPERINTENDENT

THE WESTERN UNION TELEGRAPH COMPANY

PACIFIC DIVISION

SAN FRANCISCO 8, CAL.

July 19, 1949

ESTIMATES - P.D. - 455-48 - Albind, Oregon

W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W.C. Williams
State Highway Engineer

Dear Sir:

This is in response to your letter of July 7, 1949, requesting details of our estimated cost of $34,304 for changes in the Western Union line at the east approach to the steel bridge in Portland, Oregon.

The details of this estimate have already been furnished to the Union Pacific Railroad Company. We are sending a copy of your letter of July 7 to the Railroad Company with the request that the information you desire be furnished to you direct.

Yours very truly,

C P Norton

Division Superintendent
Plant and Engineering

JFL:SG
CWS

RECEIVED
JUL 22 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1940
FOR FILING

Const
Projects
Muni.-Portland

July 7, 1940

Mr. C. P. Horton
Plant Superintendent
Western Union Telegraph Company
San Francisco, California

Dear Sir:

We have been furnished, through the Union Pacific Company, a net estimate of cost of $34,344.00 for changes in the Western Union line at the east approach to the Steel Bridge in Portland on the Tillamook Street-Cherry Street project. As this sum is much larger than anticipated, we would appreciate a detailed estimate of cost.

Very truly yours,

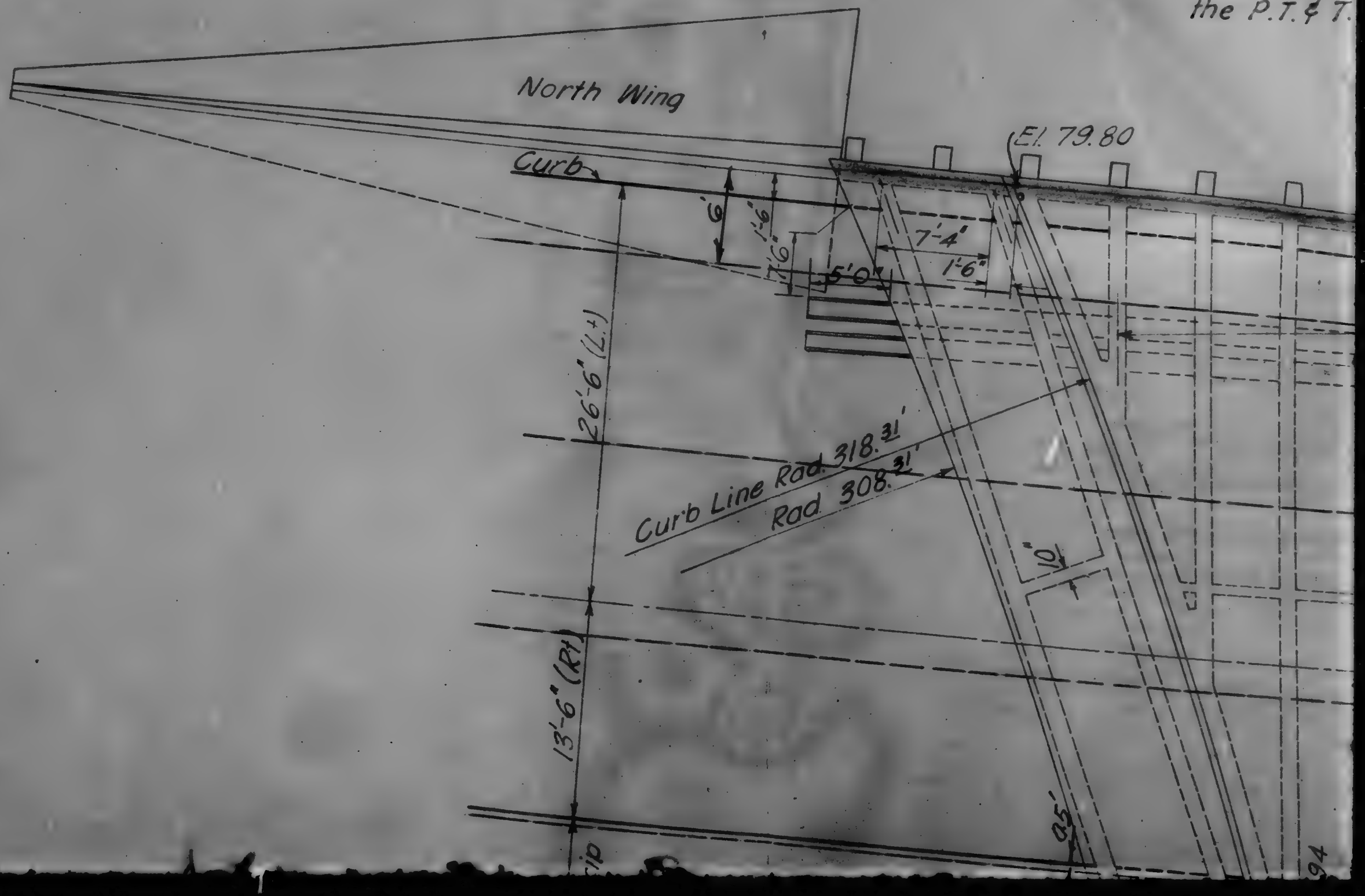
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. A. G. Skelton

Note: All telephon
to be furnis
the P.T. & T.



Note: All telephone cable and conduits to be furnished and placed by the P.T.& T. Co.

8-5" holes for cdt.

North East Abutment

El. 81.34

El. 79.80

2" conduit for negative

2" cdt. for neg. return in th

15 spcs. @ 5'-6"

7'-4"

1'-6"

5'-0"

1'-9"

ine Rad. 318.31'

Rad. 308.31'

10"

10" dia ph.

R.C.C in curb

Sta. 311+19.87 L. of N

Sta. 0+92.76 Bdwy

73.28

95'

194

its

ies
t.

h East Abutment
El. 81.34

2" conduit for negative tie
2" cdt. for neg. return in this beam

El. 80.05

East Wing

spcs. @ 5'-6"

7'-3"
1'-6"
5'-0"
1'-6"
1'-6"

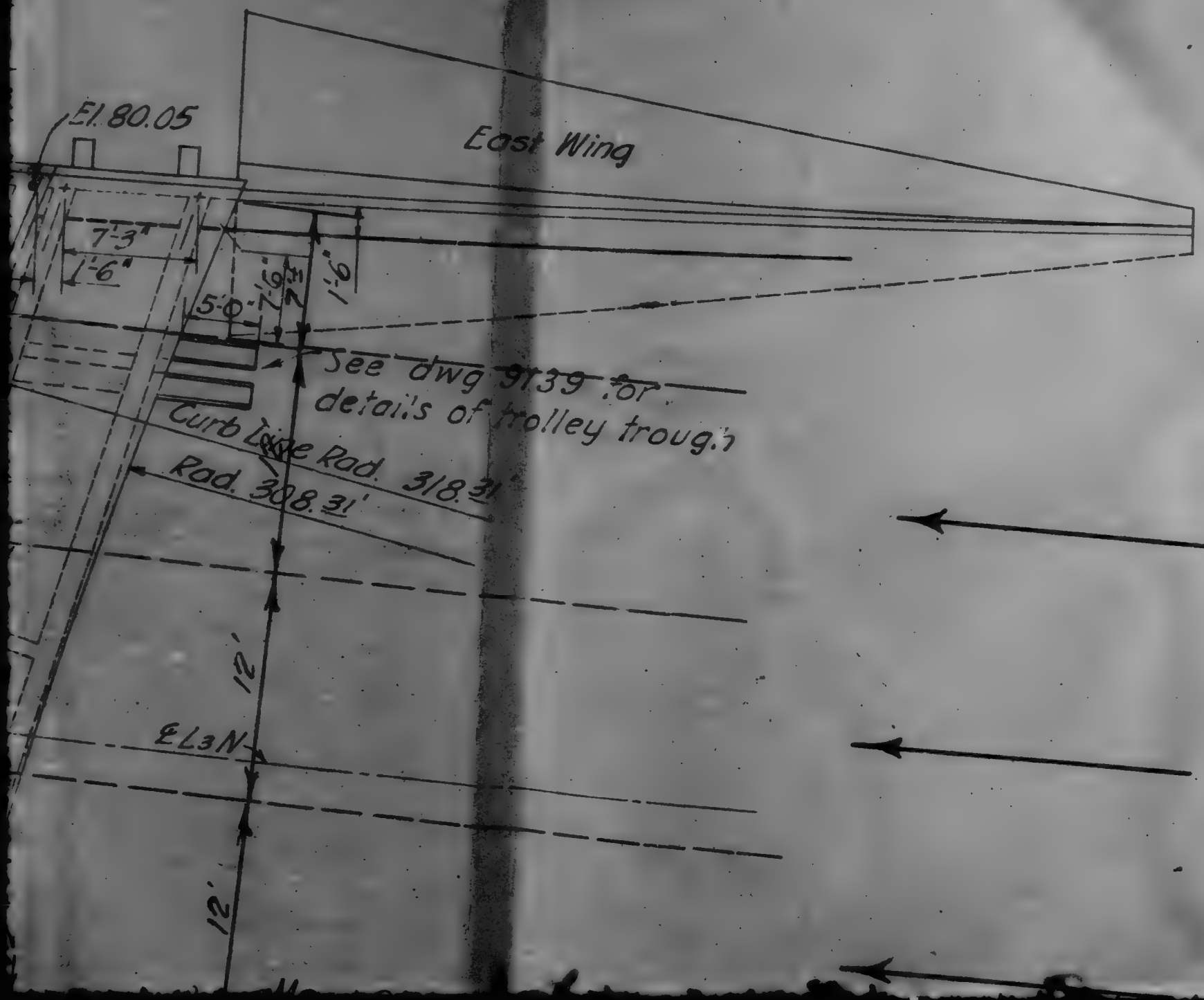
See dwg. 9139 for details of trolley trough

Curb Line Rad. 318.31'
Rad. 308.31'

Sta. 311+19.87 L3N
Sta. 0+92.76 Bdwy
Sta. 10+73.28

10'
12'
12'
9.5'
0'

℄ L3N


El. 80.05
East Wing
7'-3"
1'-6"
5'-0"
7'-6"
2'-3"
1'-6"
See dwg 9139 for
details of trolley troughs
Curb Line Rad. 318.31'
Rad. 308.31'
12'
℄ L3N
12'

3'-6" (Rt)

13'-6" (Lt)

Varies
Parting Strip

13'-6" (Rt)

26'-6" (Lt)

Curb Line Rad. 318.31'
Rad. 308.31'

5'±

2'

4.5'±

9.5'

10"

10"

9.1'

7.1'

E 1801.94

10" diam

12" WOI

10" diam

d 318.31'

d 308.31'

5'-0"

7'-4"

1'6"

5'±

2'

4.5'±

9.5'

10"

10"

9.1'

1'-7"

El 80.94

10" diaph.

12" wall

10" diaph.

P.C.C. in curb

15 socks @ 5'-6"

El. 81.34

2" cdt. br. neg. return in this beam

El. 81.75

85° 30'

E N. Broadway

N 51° 31' 15" E

Sta. 0+73.28

Sta. 311+19.27 L 3 N

Sta. 0+92.76 Bdwy

9.1'

El. 81.10

10"

7'-0"

5pcs @ 5'-6"

7'-3"

1'-6"

5'-0"

7'-9"

1'-6"

See dwg 9139 for details of trolley trough

Curb Line Rad. 318.31'

Rad. 308.31'

10'

12'

℄ L3N

12'

Move Curb ½' out

0.5'

4.5'

℄

4.5'

Sta. 311+19.27 ℄N

Sta. 0+92.76 Bdwy

Sta. 0+73.28

El 181.75

Sta.

1'-6"

7'-0"

℄ N. Broadway

N 51°31'15" E

El 181.07

10'

12'

℄ L35

12'

4.27 ℄ L35

3.81 Bdwy

2.12

details of trolley trough

Curb Line Rad. 318.31'

Rad. 308.31'

12'

℄ L3N

12'

Move Curb 1/2' out

12'

℄ L35

12'

13'

13'-6"(Rt)

Curb

10'

7'-1"

6'

15'-4.5

El. Bl. 74

Cut existing wall on edge of new ftg.

Existing Wall

-3.63%

t. Gutter Broadway Bridge

22.8' Lt. based on ℄ N. Broadway Stationing

-0.98%

-0.24% Existing Pvm

-2.19%

0+20 PI 40' VC
El. 82.19 (Lt. Gutter)

0+32 PI 64' VC
El. 81.76 (22.8' Lt.)

Lt. Gutter - Based on Broadway N. Ramp Stationing

1+20 PI 40' VC
El. 80.91 (22.8' Lt.)

To be met by City of Portland Constn.

-3.67%

℄ Broadway Bridge

-0.95%

-0.13% Existing Pvm

0+25 PI 50' VC
El. 82.21 (℄)

-3.67%

Rt. Gutter Broadway Bridge

1+20 PI 40' VC
El. 81.31 (℄)

22.8' Rt.

-0.86%

-0.20% Existing Pvm

-2.08%

Rt. Gutter

PI 40' VC.

(Rt. Gutter)

PI 64' VC

(22.8' Rt.)

VC

8' Rt.)

10'

10' diaph.

El 18

℄ N Broadway

N51°31'15"E

10'

El. 81.74

El. 82.12

Sta 3+27.01 L 3.5

Sta 3+53.81 Bdwy

El. 81.79

1'-6"

7'-1"

7'-0"

6'

15'-4.5

Cut existing wall on edge of new ftg.

Existing Wall

27'-6" South West Abutment 27-6"

Existing Wall

Existing Col.

LAYOUT PLAN

Scale ~ 1/8" = 1'-0"

?2.8' Lt. based on ℄ N. Broadway Stationing

-0.98%

-0.24% Existing Pvmt.

-2.19%

Based on N. Ramp Stationing

1+20 PI 40' VC
El. 80.91 (22.8' Lt.)

To be met by City of Portland Const'n.

Elevations shown on deck plan are top of pavement at points shown. Top of conc. is 0.17' lower. Layout of handrail is shown on dwg Nº 9141

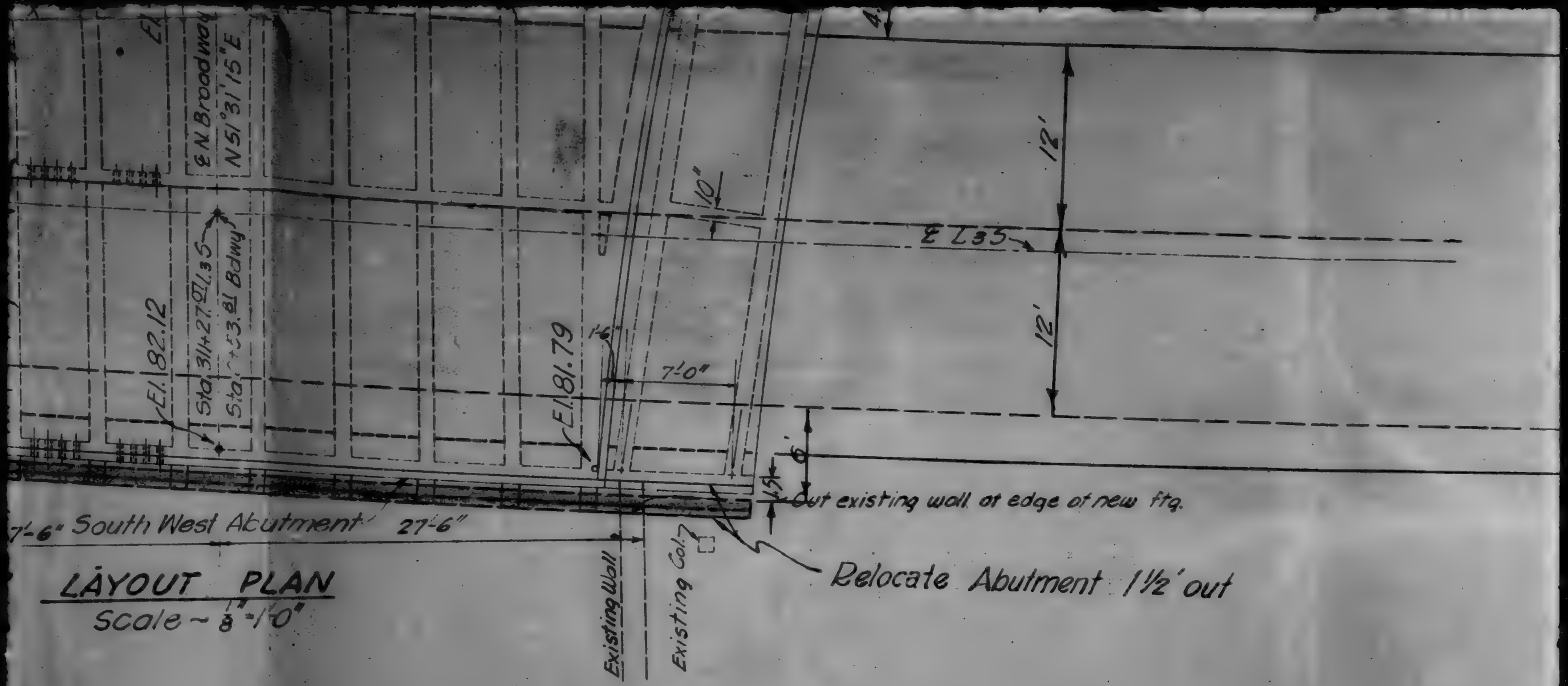
95%

-0.13% Existing Pvmt.

1+20 PI 40' VC
El. 81.31 (℄)

22.8' Rt.

-0.26% Existing Pvmt.



LAYOUT PLAN

Scale ~ 1/8"-1'0"

Elevations shown on deck plan are top of pavement at points shown. Top of conc. is 0.17' lower. Layout of handrail is shown on dwg Nº 9141

Approved:

R. V. Whitman

Engineer

12'

3

12'

edge of new ftg.

butment 1½' out

roved:

OREGON

STATE HIGHWAY COMMISSION

BROADWAY OVERCROSSING

TILLAMOOK STREET - STEEL BRIDGE SECTION

PACIFIC HIGHWAY WEST-MULTNOMAH COUNTY

Curb

6'

15' 4.5

7'-1"

1'6"

Fl Rl

Cut existing wall on edge of new ftg.

Existing Wall

-3.63%

Lt. Gutter Broadway Bridge

22.8' Lt. based on ℄ N. Broadway Stationing

-0.98%

-0.24%

Existin

-2.19%

0+20 Pl 40' VC
El. 82.19 (Lt Gutter)

0+32 Pl 64' VC
El 81.76 (22.8' Lt)

Lt. Gutter - Based on Broadway N. Ramp Stationing

1+20 Pl 40' VC
El. 80.91 (22.8' Lt.)

To be met by Cit
of Portland Con

-3.67%

℄ Broadway Bridge

-0.95%

-0.13%

Existing

-3.67%

Rt. Gutter Broadway Bridge

0+25 Pt 50' VC
El. 82.21 (℄)

1+20 Pl 40' VC
El. 81.31 (℄)

0+20 Pt 40' VC.
El. 82.15 (Rt Gutter)

0+32 Pl 64' VC
El. 81.70 (22.8' Rt)

-0.86%

22.8' Rt.

-0.20%

Existin

-2.08%

Rt. Gutter

1+20 Pl 40' VC
El. 80.94 (22.8' Rt)

1+44 Pl 40' VC
El 79.57 (Rt Gut)

-3.87%

FINISHED GRADE LINES

7'-7"

6'

15'-4.5"

El. 81.74

El. 82.12

Sta. 3114-27.9

Sta. 3153.81

El. 81.79

1'-6"

7'-0"

6'

1'-6"

d

Existing wall on edge of new ftg.

Existing Wall

27'-6" South West Abutment 27'-6"

Existing Wall

Existing Col.?

LAYOUT PLAN

Scale ~ 1/8"-1'0"

t. based on ℄ N.
dway Stationing

-0.98%

-2.19%

d on
mp Stationing

-0.24% Existing Pvmt

To be met by City
of Portland Const'n.

1+20 PI 40' VC
El. 80.91 (22.8' Lt.)

-0.13% Existing Pvmt.

1+20 PI 40' VC
El. 81.31 (℄)

22.8' Rt.

-0.20% Existing Pvmt.

-2.08%

Gutter

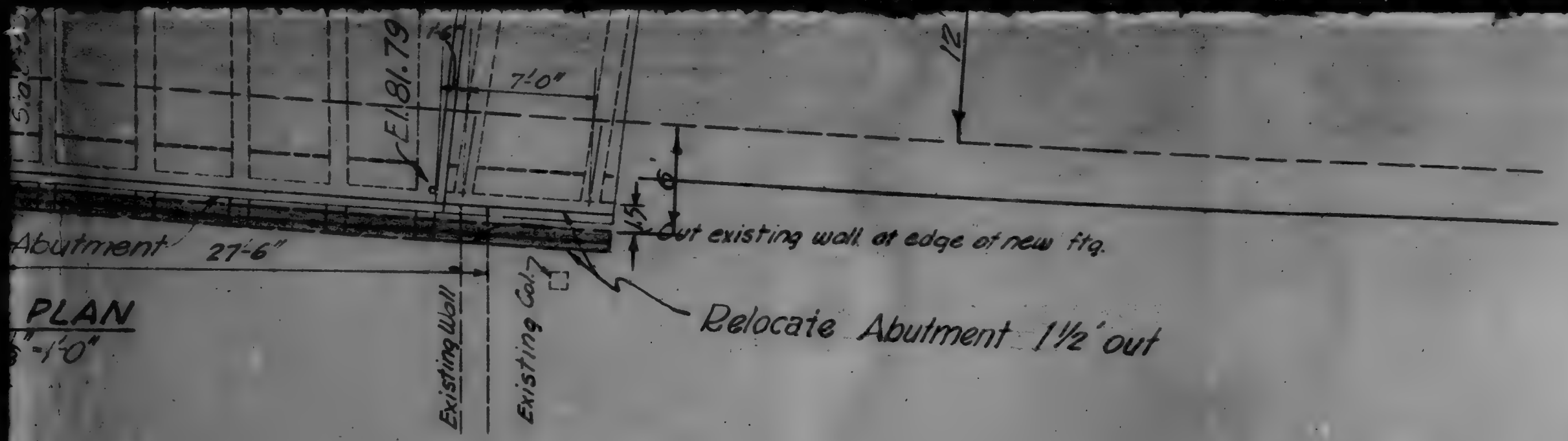
1+20 PI 40' VC
El. 80.94 (22.8' Rt)

1+44 PI 40' VC
El. 79.57 (Rt Gut.)

-3.87%

DE LINES

Elevations shown on deck plan are top of pavement at points shown. Top of conc. is 0.17' lower. Layout of handrail is shown on dwg No 9141



PLAN
3"-1'-0"

Elevations shown on deck plan are top of pavement at points shown. Top of conc. is 0.17' lower. Layout of handrail is shown on dwg Nº 9141

Approved:

R. V. Hansons
Bridge Engineer

State Highway Engineer

BROA
TILLAMOOK
PACIFIC HIG

SCALES NOTED
NOV. 8 1948
CALC. BK NO. 237
ACCOMPANIED BY

of new ftg.

ent 1½' out

ngineer

way Engineer

OREGON

STATE HIGHWAY COMMISSION

BROADWAY OVERCROSSING

TILLAMOOK STREET - STEEL BRIDGE SECTION
PACIFIC HIGHWAY WEST-MULTNOMAH COUNTY

LAYOUT PLAN

SCALES NOTED

NOV. 8 1948

CALC. BK NO. 237

DRAWN BY R.T.S.

TRACED BY J.M.T.

CHECKED BY

SHEET 1 OF 8

BRIDGE NO 6757

DRAWING NO. 9137

ACCOMPANIED BY DWGS NO. 9138-42, 9262-63

RECEIVED
AUG 10 1949
FOR FILING

July 28, 1949

Mr. J. M. Devers, Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Devers:

Following is a summary of the present problem of the City of Portland in regard to the financing of the U.S. Highway W-99 Project in which the State and the City are jointly participating.

Real property necessary for this project has been acquired jointly by the State and City on a pro rata basis of 40 per cent by the State and 60 per cent by the City in accordance with a series of agreements executed by the City and the State Highway Commission. Funds were provided by the City by means of a bond issue authorized by charter section 11-702 entitled U.S. Highway W-99 Extension Bonds. This charter section specifically states that the authorization of the bond issue is "to the end that advantage be taken of the offer of the State Highway Commission" to invest in highway construction and acquisition of right of way. Agreements between the City and State as to details concerning all aspects of the project are contemplated by the section.

In addition to the property acquired on the 40-60 pro rata basis it was necessary for the City to acquire certain parcels of real property west of North Interstate Avenue. Acquisition of these parcels was a part of the over-all project as contemplated by the engineers.

The section of Interstate Avenue involved in this property acquisition will serve to carry southwest bound traffic over the Broadway Bridge and will feed north bound traffic from the Broadway Bridge into 99-W. The triangle formed by the new highway, Interstate Avenue and the Broadway Bridge approach, serves the same essential purpose of dividing traffic as do the more complicated "clover-leaf" arrangements constructed around other major bridges involved in this same project.

The State did not invest any of its funds in the acquisition of these parcels west of Interstate Avenue. The City spent approximately $50,000 of its $1,250,000 fund raised by the W-99 bond issue to acquire them, and it is necessary to acquire one more parcel of land lying north of the Broadway Bridge approach in order to follow the plans laid out for this project. This parcel is a necessary part of the "cut-back" contemplated on the turn onto the bridge approach. The state engineers have informed the City engineers that the State needs a right of way over this property not later than September 1, when major construction in this area will commence and detours will have to be provided. This is the only privately owned parcel remaining in the triangle, and the present owner is planning to use it for advertising purposes and has sketches of a six-face two tier "super" signboard. This would be in complete disharmony with the present landscaping plans of the State Highway Commission for the W-99 Project.

In view of all these facts the City feels that acquisition of this remaining parcel is necessary. But the status of the W-99 fund of the City is such at present that it will be necessary to raise additional funds if such acquisition is to be made at the present time. The fact that the State and City jointly own property including that known as the Mack Truck building which will ultimately be sold for an amount probably well in excess of sixty thousand dollars, is of no help at present.

The practice in the joint purchases has been that the City advance the total purchase price and later be reimbursed by the State. The City's W-99 fund is now so depleted that it was necessary for the City to request the State to advance the money for the last joint purchase known as the "Arnold" property, which was appealed to the Circuit Court of Multnomah County. Before the City can reimburse the State its full 60 per cent of this purchase, it must increase this fund.

According to the agreement executed by the City and the State the State will alone proceed to acquire the remaining property needed if the City's W-99 fund has been completely disbursed. The City is not requesting at this time that the State in accordance with its agreement make up the existing deficit and assume the sole responsibility for acquisition of property from this time on. But the City is requesting that the State now participate on the 40-60 pro rata basis in the acquisition already made along North Interstate Avenue for the purpose of facilitating and dividing traffic on W-99 on and

near the Broadway Bridge approach, and participate on the same basis in the acquisition of the Robinson tract which is required for the "cut back" on the approach and also the right of way needed by the State engineers within a month from now for construction purposes.

With such participation by the State, the City will probably then be in a position to finance its part of the Arnold purchase and also of the future acquisition of the Robinson tract by use of the method provided in the charter section enacted to finance the City's share of the W-99 Project, by which additional bonds to cover increased cost due to judgments on appeals from condemnation awards may be issued and sold.

If such participation by the State on the 40-60 pro rata basis outlined above is not acceptable, it is suggested and requested that a resolution be passed by the State Highway Commission to the effect that the acquisition by the City of property along North Interstate Avenue between the Broadway Bridge approach and the junction of North Interstate Avenue and the new highway is a necessary part of the W-99 project and is essential to control, divide and expedite traffic on the new highway W-99 from and to the Broadway Bridge. Such a resolution would be helpful to the City in the above outlined situation, and depending on the figures obtained by an audit as to the amount and proportion of the deficit due to increased cost of appropriation of property for the W-99 project resulting from appeals from condemnation awards made by the City Council, would perhaps place the City in a position so that it could under the W-99 charter section issue and sell additional bonds to meet such deficit. Participation by the State as requested above, would, however, be a much more satisfactory solution and would probably resolve all doubts as to the basis for the issuance and sale of additional bonds. It would be more advantageous ultimately to both the City and the State, both in relation to the landscaping and beautifying plan in the triangle formed by Interstate Avenue, the new highway and the bridge approach, which in that event would be all jointly owned by the City and State, and in addition, to the continuation of the City's participation in financing the project. Since the expenditures for this property already acquired by the City alone are not in excess of $60,000, and the property it is still necessary to acquire in this area, is valued by the City's appraisers at $5000, the expense to the State will be very small in proportion to the expenditures already made. It should also be borne in mind that these are merely steps to meet an emergency which is precipitated by the need for immediate acquisition and possession, declared by the State's engineers.

Ultimately, when disposition is completed of all that property involved in the W-99 joint acquisition such as the Mack Truck building, which is deemed unnecessary for public use, the funds of both the City and State will no doubt be replenished so as to show a substantial credit balance.

Enclosed is a map identifying the properties involved.

Very truly yours,

ALEXANDER G. BROWN

HFA-
ak

ALEXANDER G. BROWN
City Attorney

APPROVED:

WM. A. BOWES

Commissioner of Public Works

RECEIVED
SEP 2 1949
FOR FILING

AGENDA
AUG 1 1949
4-U

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

UI-306(8)
3236

July 27, 1949

R/W File 8698

Mr. H. B. Glaisyer
Secretary
State Highway Commission
O f f i c e

Dear Sir:

Herewith I hand you for execution by the State Highway Commission three (3) copies of Agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, The Western Union Telegraph Company and State of Oregon, with reference to covering encroachment on the Front Avenue Project in Portland between Tillamook Street and the Broadway Bridge, East of the river.

It is requested, that if possible, to have the Commission's seal placed on the instrument and immediately after execution by the Commission the copies be delivered to me at the meeting so that I may turn them over to the Railroad Company. Bids are being received on the project involved at this meeting and if a satisfactory bid is received it will be very desirable that the agreements be placed in the hands of the Railroad Company at the earliest possible time.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/bdr
Enc. (3)

RECEIVED
JUL 27
FOR FILING

UI-306(8)

File

July 26, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of July 18, regarding clearances on the east end of the Broadway Bridge, Oregon Project UI-306 (8).

After considerable study, it has been determined that the southwest abutment can be relocated to provide necessary clearance by moving this abutment 1'6" southerly. This change will give the clearances requested; namely, two 12-foot moving lanes, with a minimum clearance of four and one-half feet on the left and six feet on the right.

On the northeasterly span, by setting the curb along the center island back six inches, three 12-foot moving lanes will be provided, having a minimum clearance of 4.5 feet on the left and six feet on the right.

I attach hereto a map indicating the layout as now planned and which will be included in the construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Encl.

Ack. Rec'd

[illegible] BUREAU [illegible] ROADS

[redacted]

DIVISION EIGHT

OREGON DISTRICT

UI 306(8)

P. O. BOX 3366
PORTLAND 8, OREGON

July 20, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 18th regarding plans for Oregon Project UI-306(8), Tillamook Street-Broadway Bridge section.

Our Washington Office commenting on this project advise that any projects as important as this one every effort should be made to insure that proper design standards are proposed when the preliminary layouts are prepared. Therefore on large Urban projects it will usually be necessary to consider over-all design features when the project is programmed.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 21 1949
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
by [illegible]

RECEIVED
JUL 21 1949
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

July 18, 1949

RECEIVED
JUL 19 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received today the following comments from our Washington Office regarding plans for Oregon Project UI-306(8), Portland.

"We have noted District Engineer Davis' comments regarding the lateral clearances beneath the structures. The sections indicate a 1-foot 6-inchclearance between the right edge of the 27-foot pavements and the abutment or column and also a 1-foot 6-inch clearance at one place on the left. If we assume that the pavement is to provide two 12-foot traffic lanes and 1 1/2-foot curb offset on each side we would have the vertical walls or columns offset 3 feet from the edge of the through pavement. This is 1 1/2 feet less on the left and 3 feet less on the right than the minimum recommended by AASHO standards for the National System of Interstate Highways. This less than standard clearance on the left might be considered because it occurs at only one location.

Regarding the clearances on the right, 3 feet might be acceptable for the northeast abutment of the Broadway overcrossing because of the speed change lane through this area. At the other locations 3 feet on the right is considerably less than the desired minimum. It is not our intent to delay the construction of this important project yet we believe that additional clearance should be provided on the right if possible. If additional 3 feet cannot be obtained on the right an attempt should be made to have the clearance increased to 4 1/2 feet from the theoretical edge of the through traffic lane by increasing the span by 1 1/2 feet."

When the plans were furnished our Washington Office we recommended approval of the clearances as provided and stated the following information which was received from your office in justification thereof.

"Providing the required lateral clearances at the Broadway Overcrossing would necessitate increasing the span lengths 4'6" in each span, which would very materially increase the difficulty of

furnishing suitable detour structures at this location. At the intersection of the Interstate Avenue Grade Separation and the Pacific Highway West, furnishing the approved clearances would necessitate an odd spacing of the viaduct columns, and would deteriorate from the uniform appearance."

Your immediate reconsideration of this matter is requested and we hope a satisfactory solution can be reached even though the project has been advertised. It is suggested that consideration be given to increasing the span 1: 6" as requested, with the change handled by work order as a minor adjustment after the contract has been let. Otherwise a very detailed justification will be necessary to warrant retaining the present clearances.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 15 1940
FOR FILING

41-3068

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1940

SUBJECT: Interstate Avenue Traffic Interchange

To: Mr. J. H. Devers
Chief Counsel
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith three bound copies of a proposed agreement with the Union Pacific Railroad and the Western Union Telegraph Company granting us an easement for the construction of the Interstate Avenue Traffic Interchange. I have read this agreement over rather carefully and have the following comments:

In Section B on Page 4, we agree to pay to the Union Pacific Railroad Company $4,000 for the easement, and I notice that in case the project located upon the easement ceases to be used for highway purpose that all rights granted by the Railroad Company revert to them without any refund of our payment price. This matter of right of way was negotiated through your office and I am not familiar with the details.

In Section 7 on Page 9 is the provision indemnifying and holding harmless the Railroad and Telegraph Companies. This is the same paragraph on which I commented on in the agreement for Dewey Avenue in Baker, which I sent you yesterday.

In Section 10 on Page 10, the Railroad Company has increased the insurance from the customary $100,000-$200,000 limits to $250,000-$500,000 limits. I have conferred with an insurance man here in town and it is his opinion that this will increase the cost of our insurance by approximately 8 per cent. I do not know how much this will mean in money, but the insurance at Dodson cost the contractors about $8,000, and an 8 per cent increase on this amount would be $640. The insurance premium at Interstate Avenue will undoubtedly be as large or larger than at Dodson. The construction provisions in this agreement are satisfactory and in line with our conferences with the Railroad engineers.

Very truly yours,

G. S. Parson
Bridge Engineer

GSP:bd
Attached
cc: Mr. W. C. Williams

RECEIVED
MAR 9 1949
FOR FILING

FORM E-90 ISM 10-48 20057

WI-306(8)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 22, 1949

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith copy of a letter dated February 16 from D. J. Barbee to myself in regard to the steel rails which are to be removed along Interstate Avenue on the Tillamook Street to Cherry Street section. In a letter from Mr. Pumfrey of the Portland Traction Company to W. C. Williams, Mr. Pumfrey has requested that these rails be removed in good condition so that they can be re-installed for use as a ground. Mr. Barbee suggests that this matter should be covered in the special provisions when they are prepared for this project.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

Enc.

cc: D. J. Barbee

NOTED
H. G. SMITH

RECEIVED

Williams

RECEIVED
FEB 11
FOR FILING

Tile

COPY

PORTLAND TRACTION COMPANY

Engineering Department

Comat
Projects
Mem. Portland

4314 Southeast 17th Avenue
Portland, Oregon

February 8, 1949

Original returned to Mr. Peters by W.C.W. 2-10-49

Mr. W. C. Williams
Asst. State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Referring to your letter of January 31, 1949, on the matter of the extension of Harbor Drive in the vicinity of the East end of the Broadway Bridge, will say that we are enclosing herewith a print of our Drawing #DD-624 showing our idea for steel trolley pole construction on your structures.

The two (2) steel poles for the Broadway Undercrossing will be our medium size pole, known as #2255, which has an overall length of 35-feet. In order to keep these two poles to a minimum distance apart we would like to see them located just back of the street curbs as shown, at which point we also think you can get a better attachment for the poles to the structure than you can if they are located in the hand railing. If a pocket can be left in your structure for the base of these poles it would be best; but, if not, we would suggest that they be welded to a plate located on top of the concrete beams, which plate in turn should be bolted to the structure.

Our drawing also shows our suggestions for attaching the lighter steel poles, known as our #739, to the Interstate Avenue over-crossing hand rail, and for the four (4) poles on the hand rail on the West side between Wheeler and Tillamook Streets. North of Tillamook Street, where you say two poles come in the hand rail of the timber structure, it will be satisfactory to use long wooden poles bolted to the bents of the structure.

As you desire to attach lights to these poles, especially on the viaducts, they should either be placed on top of the pole or the brackets supporting the lights should be as short as possible. If you do attach lights to our poles it would seem to us proper for the State to pay some part of the cost of these poles, and, if lights are attached to our poles we will not assume any responsibility for any breakage to your fixtures or lamps due to our service.

On the Broadway Bridge under-crossing you should install a four-inch conduit and junction box for our negative cables, the same as was done on the Grover Street under-crossing on the Ross Island Bridge.

To replace the track that you propose we remove from Interstate Avenue, from just South of Hancock Street to just North of Wheeler Place, it would be

necessary to use a lead covered copper cable buried in the ground -- which cable would be expensive and so far we have been unable to find any cable that would be suitable. It would be satisfactory, however, to use the present rails for this purpose, but, in their removal, care must be taken not to break or bend them, and we will relay these rails in the ground below your new grade, welding all the joints so we should have as good a return thru these rails as we now have.

Under date of July 8, 1943, we addressed a letter to Mr. Baldock in which we requested a minimum of 18-feet vertical clearance for our trolley coaches under your structures and under date of July 20, 1943, he replied that the project would be designed to provide this clearance -- which would only leave about 17-feet to our trolley wire while our normal height is 19-feet. Please furnish as near as possible to the 18-foot clearance.

We understand that the trolley troughs and the projecting protections for the Broadway Bridge under-crossing and the viaduct under-crossing will be installed by the State and will be the same type as used on the Grover Street tunnel last year.

We would like to see power companies and others who are interested in poles along this improvement decide on the new location for their poles as soon as possible so we can decide which of these poles we can use for our trolley supports and where we may have to locate other poles for our own use.

For supporting the trolley wires along the East side of your new highway from Broadway Bridge northerly to Wheeler Place we propose to use steel pole and bracket construction similar to the design we show for the poles on the viaduct with the exception that these poles will be planted in the ground with concrete surrounding the base. The balance of the trolley wire around the loop, South of Broadway and on Interstate Avenue North of Broadway, will be supported by span wire construction.

Yours very truly,

(sgd) Thomas Pumfrey
Chief Engineer

TP:jg

RECEIVED
FOR FILING

Grade
Projection
Municipal - Portland

January 31, 1949

Portland Traction Company
1605 S. E. Water Street
Portland, Oregon

Attention of Mr. Thomas Pomfrey

Gentlemen:

Under separate cover I am sending you a print from a map entitled "Preliminary Map--Tillamook St.--Steel Bridge Section," dated January 5, 1949. On this map we have shown in red the poles, cross cables, messenger, and negative return cables which, we understand, are considered necessary for the operation of your trackless trolley system between N. E. Cherry Street and N. E. Thompson Street.

Our division office advises that you have steel poles on hand that you want to use on the project. Most of these poles can be set in the ground as in ordinary practice. There will be two poles to set in the handrail of the Broadway Undercrossing, 14 poles to be set in the east handrail of the Interstate Avenue Overcrossing and four poles in the west handrail between Wheeler Street and Tillamook Street. North of Tillamook Street there are two poles which come in the handrail of a temporary timber trestle which is to be built to carry traffic into the present Interstate Avenue until such time as the project is extended to the north.

We propose to set the poles that are in the concrete handrail on top of the concrete handrail posts using a base plate welded to the bottom of the pole. The attached sketch shows the proposed installation. For the two poles on the timber trestle north of Tillamook Street, we propose to use wooden poles which will extend downward outside the outside pile of the bent and be bolted to this outside pile. The poles which are in the sidewalks or parking off the structures can be set in the ground in the usual way.

This section of the highway will be lighted and light poles will be required. To hold the number of poles along the highway to a minimum, we should use the same poles for lights and trolley wire when the pole spacing makes this practicable. The mounting height for lights will be about 30 feet so that the lights will be above the trolley wire.

The only difference would be in the length of pole. I suppose that your poles are at least 32 feet long where they are intended for setting in the ground, which will be long enough for the lights where the poles are set on top of the handrail posts. Longer poles would have to be provided where the dual purpose poles are set in the ground, or a concrete foundation and a pole base provided. Since we will need a base for a transformer, this alternate is probably advisable.

Trolley troughs and projecting protections will be needed at the Broadway Undercrossing and at the Interstate Avenue Overcrossing of Harbor Drive. We propose to use the same type of installation that we used at the Grover Street tunnel last year. We will also make provision for the negative wire connection at the Broadway Undercrossing in the same manner as at Grover Street.

The State will build the handrail posts upon which trolley or light poles are to be placed and will set anchor bolts to a template which you will provide. Your company should place the poles and do all of your own wiring. Where the poles are so placed that they can be used for lights, the State should have the right to attach mast arms and lights to them. Where new poles are to be set in the ground, the State will furnish and place foundations and pole bases for such poles as are to be used for lights and should have the right to attach lights to them. Any additional poles needed for trolley wire should be set by your company. Where poles now in place are to be used for trolley wire, the State should be permitted to use them as light poles if properly located.

Your company should furnish and install the necessary negative return cable, the State to provide access to the work for the installation at the proper time.

We are now laying out the lighting system and will confer with you relative to the details as soon as this layout is complete. We would appreciate advice from you as to the general arrangement outlined above.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. WILLIAMS
Assistant State Highway Engineer

Attached

GSP:gm
cc A. G. Skelton
Ivan D. Marchant
G. S. Paxson

RECEIVED
JAN 27 1949
FOR FILING

Const
Projects
Mimic Portland

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1949

SUBJECT:

To: Mr. A. G. Skelton, Division Engineer
State Highway Department
P. O. Box 4644, Sellwood Station
Portland 2, Oregon

ROUTED
W. C. WILLIAMS

Dear Sir:

Under separate cover I am sending you three prints each from our Drawings 9003 and 9137, which are the layout sheets for the Interstate Avenue Grade Separation and the Broadway Overcrossing.

I am advised that we must carry trolley busses both on the Interstate Avenue overcrossing viaduct and underneath the Broadway Overcrossing on the Harbor Drive line. This will require trolley poles on the Interstate viaduct and some sort of a trolley-wire trough and protection under the Broadway Overcrossing.

There is some question in this office as to who is to pay for the installation of these trolley poles, and I would ask that you check this with the city and find out the terms of the traction company's franchise and what the city would do in connection with these trolley poles if it were a city job.

I would also ask that you go over the matter with the traction company engineers and mark up one of these prints to show the necessary location of the trolley poles. These poles will have to come at the ends of bents on the structure, as we cannot practicably support them from the girders themselves. I believe that the trolley poles should be concrete similar to the ones we placed on the Milwaukie Avenue Undercrossing and at the undercrossings of the bridge ends on Morrison Street and Hawthorne Avenue.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:ga
cc H. G. Smith
W. C. Williams

OREGON STATE HIGHWAY COMMISSION

SPECIFICATION

FOR

WHITE, OUTSIDE, GENERAL PURPOSE

MARCH 1948.

A. APPLICABLE SPECIFICATIONS

1. The following specifications form a part of this specification:

Navy Department Specifications

52Z7 - Zinc Oxide
52D7 - Driers, Naphthenate, concentrated liquid.
52M2b - Magnesium Silicate (flatting extender pigment).
52017a - Oil, linseed, alkali refined.

Federal Specifications

TT-T-425 - Titanium dioxide,dry, paint pigment.
TT-T-291a - Thinner; Paint, Volatile Mineral Spirits.
TT-P-141 - Paint, Varnish, Lacquer, and related materials; General specification for sampling and test methods.
TT-Z-321 - Zinc Oxide, leaded.

B. FORMULATION

1. Pounds of specified ingredients to make one hundred (100) gallons of paint are as follows:

Titanium dioxide (Fed.Spec.TT-T-425 Type I)	134
Zinc oxide (N.D.Spec. 52Z7)	134
Zinc oxide, 35% leaded (Fed.Spec.TT-Z-321)	313
Magnesium silicate (N.D.Spec.52M2b)	313
Linseed oil,alkali refined (N.D.Spec. 52017a)	454
Bodied linseed oil,Note 1	57
Paint Thinner (Fed.Spec.TT-T-291a Grade I)	41
Lead Naphthenate Drier (N.D.Spec. 52D7 Type I)	13
Manganese Naphthenate Drier (N.D.Spec. 52D7 Type III)	1.6

Note 1- Formulation based upon "Q" bodied linseed oil. Type and amount of bodied oil may be altered to secure the specified viscosity.

C. MANUFACTURE

The component raw materials shall be mixed and ground as required to produce a product which is uniform, homogeneous, free from grit, and entirely suitable for the use intended. Within the limitations imposed by the manufacturing formula, the product shall not settle badly nor cake in the container; shall be readily broken up with a paddle to a smooth, uniform paint of acceptable consistency and shall not liver, thicken, curdle, gel or show any other objectionable properties after long periods of storage.
The amount of thinner may be modified to produce the specified viscosity. Anti-skinning agents, wetting agents, and anti-drier absorption agents may be added.

D. DETAIL REQUIREMENTS

1. Composition - the composition of the paint in percent by weight shall be as follows:

a. Pigment	61 plus or minus 2%
b. Vehicle	39 plus or minus 2%
1. Non volatile vehicle	90 plus or minus 2%
2. Volatile vehicle	10 plus or minus 2%
c. Water	.5 Max.
d. Coarse Particles and skins (residue retained on standard #325 sieve)	.5 Max.

2. Odor - the odor shall be normal for the volatiles permitted.

3. Viscosity - The viscosity of the, using a 150 gram actuating weight, not less than 5 days after the date of manufacture shall be 85 plus or minus 5 Krebs units.

4. Weight per gallon - the finished paint shall weigh not less than 14.0 pounds per gallon.

5. Skinning - there shall be no skin formed in a half filled one pint container in less than 24 hours.

6. Working properties - a well brushed metal panel when dry shall show no brush marks, runs or sags or other film irregularities.

7. Recoating - there shall be no lifting, wrinkling or other objectionable properties when 2 coats are applied to clean metal or glass panels at least 8 hours apart.

8. Drying Time - the paint shall dry hard in not more than 18 hours.

9. Color - the color shall acceptably match a dry, standard color chip.

10. Gloss - the gloss shall not be less than 25 units when determined by the prescribed method.

11. Flexibility - the paint shall show no evidence of cracking when subjected to the prescribed flexibility test.

12. Rosin, - rosin derivatives, and phenolic resins shall not be present.

13. Compatibility with thinner - there shall be no evidence of incompatibility of any of the ingredients of the paint when tested by the prescribed method.

14. Fineness of Grind - the fineness shall not be less than 6 when determined by the prescribed method.

15. Flass Point - not less than 30 deg. C (86 deg.F) when determined by the prescribed method.

16. Pigment analysis - When analyzed by the applicable methods the pigment shall conform to the following percentages by weight:

Titanium dioxide	14.4 min.
Zinc oxide	35.1 min.
Lead sulfate	12.0 min.

E. TESTS

(Alternate tests and methods maybe used when approved by the Materials Division).

1. Ingredients - All ingredient materials will be tested to determine compliance with the requirements of the applicable specification.

2. Finished Paint - The following tests will be conducted in accordance with the requirements of Federal Specifications TT-P-141a:

	Applicable Method No.
Pigment Content	402.1
Volatiles Content	404.1
Nonvolatile Vehicle (by difference)	404.1
Water	408
Coarse Particles and Skins	409
Viscosity	428.1
Weight Per Gallon	401

Drying Time	
Rosin, rosin derivatives, and phenolic resins	406.2
Flash Point	503.1-503.2
Color - .003" wet film on glass, tin or steel panels. 48 hr. drying time	429.1
Gloss - .003" wet film on glass, tin, or steel panels - 48 hr drying time	423
Flexibility - .003" plus or minus .0005" wet film on tin or steel panels	610
Air dry 2 hours before baking	622.1
1. Bake 24 hours at 105 deg. - 110 deg. C	
2. Allow to stand 30 minutes at 25 plus or minus 5 deg.Co.	
3. Bend over a 1/8" mandrel.	
Fineness of Grind	441
Compatibility with Thinner - diluent shall conform to Fed. Spec. TT-T-291a GRADE I	
Pigment analysis - Federal Spec. TT-T-141a.	439

F. SAMPLING

1. Ingredient Materials
The following quantity of each ingredient shall be taken by the Inspector for test purposes:

Pigments	1/4 pint
Vehicle,(oils or resin solutions)	1 pint
Thinner	1 pint
Driers	1/4 pint

2. Finished Paint - A one quart sample properly labeled shall be taken by the Inspector in accordance with Federal Specification TT-T-141a for test purposes from each batch of paint.

G. PACKAGING AND MARKING

1. Packaging - unless otherwise specified all paint shall be put in clean, strong, tight metal containers with a capacity not to exceed five (5) U. S. Standard gallons.

2. Marking - Each container shall be labeled or stenciled to show the following:

a. Oregon State Highway Commission
b. Title or number of the formula under which the paint was produced.
c. Color
d. Name and address of Manufacturer.
e. Date of Manufacture.

OREGON STATE HIGHWAY COMMISSION

SPECIFICATION

FOR

FINISH,GREEN,ALKYD.

January 1948.

A. APPLICABLE SPECIFICATIONS

1. The following specifications form a part of this specification:

Navy Department Specifications

52D7 - Driers, Naphthenate, concentrated liquid.
52R13a - Resin, Alkyd solution.
52Z7 - Zinc oxide.

Federal Specifications

TT-T-425 - Titanium dioxide, Dry.
TT-Z-415 - Zinc Yellow, Dry
TT-Y-216 - Yellow Iron oxide, hydrated, Synthetic, Dry.
TT-C-610 - Copper phthalocyanine, blue
TT-T-291a- Thinner, paint, volatile mineral spirits.
TT-T-141 - Paint, varnish and lacquer, and related materials; General specifications for sampling and test methods.

B. FORMULATION

1. Pounds of specified ingredients to make one hundred (100) gallons of paint are as follows;

Titanium dioxide (Fed.Spec.TT-T-425,Type III Class C)	91
Zinc Yellow (Fed.Spec.TT-Z-415 Type I)	76
Yellow Iron Oxide (Fed.Spec. TT-Y-216)	38
Zinc oxide (N.D.Spec. 5227)	10
Copper phthalocyanine blue (Fed. Spec. TT-C-610 Type I)	3.5
Alkyd Resin Solution (N.D. 52R13a Type I)	540
Paint Thinner (Fed.Spec. TT-T-291a Type I)	154
Lead Naphthenate drier (N.D. Spec. 52D7 Type I)	8.1
Cobalt " " " " " Type II	1.0
Manganese " " " " " Type III	1.0

C. MANUFACTURE

The component raw materials shall be mixed and ground as required to produce a product which is uniform, homogeneous, free from grit, and entirely suitable for the use intended. Within the limitations imposed by the manufacturing formula, the product shall not settle badly nor cake in the container; shall be readily broken up with a paddle to a smooth, uniform paint of acceptable consistency and shall not liver, thicken, curdle, gel or show any other objectionable properties after long periods of storage.

The amount of thinner may be modified to produce the specified viscosity. Anti-skinning agents, wetting agents, and anti-drier absorption agents may be added. Adjustment in the amount of tinting pigments will be permitted to secure the proper color.

D. DETAIL REQUIREMENTS

1. Composition - the composition of the paint on percent by weight shall be as follows:

a. Pigment	23.7 plus or minus 2%
b. Vehicle	76.3 plus or minus 2%
1. Non volatile vehicle	54 Plus or minus 2%
2. Volatile vehicle	56 Plus or minus 2%
3. Phthalic Anhydride (calculated on nonvolatile vehicle	23% min.
c. Water	.5 Max.
d. Coarse Particles and Skins (residue retained on standard #325 sieve)	.5 Max.

2. Odor - the odor shall be normal for the volatiles permitted.

3. Viscosity - The viscosity, using a 150 gram actuating weight, not less than 5 days after the date of manufacture shall be 70 plus or minus 5 Krebs units.

4. Weight per gallon - the finished paint shall weigh 9.2 plus or minus .3 pounds per gallon.

5. Skinning - there shall be no skin formed in a half filled one pint container in less than 24 hours.

6. Working Properties - a well brushed metal panel when dry shall show no brush marks, runs or sags or other film irregularities.

7. Recoating - there shall be no lifting, wrinkling or other objectionable properties when 2 coats are applied to clean metal or glass panels at least 8 hours apart.

8. Drying Time - the paint shall set to touch in not more than 1 hour and shall dry hard in not more than 8 hours.

9. Color - the color shall acceptably match a dry, standard color chip.

10. Gloss - the gloss shall be more than 20 units when determined by the prescribed method.

11. Flexibility - the paint shall show no evidence of cracking when subjected to the prescribed flexibility test.

12. Rosin, - rosin derivatives, and phenolic resins shall not be present.

13. Compatibility with Thinner - there shall be no evidence of incompatibility of any of the ingredients of the paint when tested by the prescribed method.

14. Fineness of Grind - the fineness shall not be less than 6 when determined by the prescribed method.

15. Flash Point - not less than 30 deg. C. (86 deg.F) when determined by the prescribed method.

16. Pigment analysis - When analyzed by the applicable methods the pigment shall conform to the following percentages by weight:

Titanium dioxide, TiO_2	39 ± 2
Zinc oxide, ZhO	17.5 ± 2
Chromic oxide, CrO_3	14.0 min.
Ferric oxide, Fe_2O_3	14.5 Min.

E. TESTS

(Alternate tests and methods may be used when approved by the Materials Division).

1. Ingredients - All ingredient materials will be tested to determine compliance with the requirements of the applicable specification.

2. Finished Paint - The following tests will be conducted in accordance with the requirements of Federal Specifications TT-P-141a:

	Applicable Method No.
Pigment Content	402.1
Volatiles Content	404.1
Nonvolatile Vehicle (by difference)	404.1
Phthalic Anhydride	702

Water	408
Coarse Particles and skins	409
Viscosity	428.1
Weight per Gallon	401
Drying Time	406.2
Rosin, rosin derivatives, and phenolic resins	503.1-503.2
Flash point	429.1
Color - .003" wet film on glass, tin or steel panels - 48 hr. drying time.	423
Gloss - .003" wet film on glass, tin, or steel panels - 48 hr. drying time.	610
Flexibility - .003 plus or minus .0005 wet film on tin or steel panels	622.1
Air dry 2 hours before baking - 1. Bake 24 hours at 105 deg.-110 deg.C 2. Allow to stand 30 minutes at 25 plus or minus 5 deg. C. 3. Bend over a 1/8" mandrel.	
Fineness of Grind	441
Compatibility with Thinner - diluent shall conform to Fed. Spec. TT-T-291a Grade I	439
Pigment analysis - Federal Spec. TT-T-141a	

F. SAMPLING

1. Ingredient Materials

The following quantity of each ingredient shall be taken by the Inspector for test purposes:

Pigments	1/4 pint
Resin Solution	1 pint
Thinner	1 pint
Driers	1/4 pint

2. Finished Paint - A one quart sample properly labeled shall be taken by the Inspector in accordance with Federal Specification TT-T-141a for test purposes from each batch of paint.

G. PACKAGING AND MARKING

1. Packaging - unless otherwise specified all paint shall be put in clean, strong, tight metal containers with a capacity not to exceed five (5) U. S. Standard gallons.

2. Marking - Each container shall be labeled or stenciled to show the following:

a. Oregon State Highway Commission.
b. Title or number of the formula under which the paint was produced.
c. Color.
d. Name and Address of Manufacturer.
e. Date of Manufacture.

3-1033 Oconoco Ave.-Milwaukie Section of the Pacific Highway East. 1929

#321

RECEIVED
FEB 21 1950
FOR FILING

3-1033

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3237 (Contract No.) | 4-Final (Est. No.) | Cascade Construction Co. (Contractor)

Voue. No:	Warrant No:	Amt: $	Date:
2161	368686	450.27	Feb. 16, 1950

[redacted]

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date:
Completion:
Contract Accepted:
Time Extensions:
Penalties:
Claims:
Remarks:

Date:
Accounting Division:
Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 20 1950

NOTED ON CARD
2-20-50 JF

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3237 (Contract No.)	4-Final (Est. No.)	Cascade Construction Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
2161	368686	450.27	Feb. 16, 1950

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Jan.31,1950 ACCOUNTING DIVISION
Completion: Dec. 13, 1949
Contract Accepted: Feb. 6, 1950

Time Extensions: None Needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-17-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FOR FILING
3-1033
3237

February 2, 1950

American Casualty Co.
607 Washington St.
Reading, Penn.

Gentlemen:

Please be advised that State Highway Contract No. 3237, for work on the Oaboco Ave.-Milwaukie Section of the Pacific East Highway in Clackamas County, has been completed by the contractor, Cascade Construction Co., and that final payment in the amount of $450.27 will be made on or after February 15, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,660.68, and that no force account work was performed on the project. This contract was completed December 13 and accepted by the Highway Commission December 19, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

[redacted] STATE HIGHWAY COMMISSION

Secretary

gl

cc: M. B. Waterbury, Oregon Manager
Board of Trade Bldg.
Portland 4, Oregon

Mailed by C
2-2-50, gl

RECEIVED
FEB 8 1950
FOR FILING

3-1033

R. H. Baldock

February 1st, 1950

FINAL COST ANALYSIS

Ochoco Avenue-Milwaukie — Median Strip — Pacific Highway East
Contract #3237 — Cascade Construction Co., Contractors — Prefix 3-1033
A. B. Dean, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Grading of Parking Area	All		$	$	$422.94	$400.00
12" Concrete Pipe	108	Lin. Ft.	2.00	1.19	129.13	216.00
*Concrete Median Strip	207.243	Cu. Yd.	23.00	26.07	5,402.39	4,766.59
*3/4" Electrical Conduit	378	Lin. Ft.	0.50	0.46	171.87	189.00
3"-0" Mat'l. in Base	930.5	Cu. Yd.	2.75	1.14	1,066.21	2,558.88
3/4"-0" Mat'l. in Base	254	" "	3.25	2.73	692.60	825.50
Class "B" Asphaltic Concrete	871.54	Ton	7.75	7.17	6,247.26	6,754.44
PA #1, Cement Adjustment in Favor of State	15.54	Bbl.		3.20		- 49.73
					14,132.40 ~~$8,558.14~~	$15,660.68

*Denotes work done by Zuber Bros.

	Cascade Construction Co.	Zuber Bros.	Total
Gross Revenue	$10,754.82	$4,905.86	$15,660.68
Total Cost	8,558.14	5,574.26	14,132.40
Net Profit	$2,196.68		$1,528.28
Net Loss		$668.40	
% Net Profit	20.4%		9.8%
% Net Loss		13.6%	

LOS LETTING
FEB 8 1920
RECEIVED

Ochoco Avenue-Milwaukie

Detail of Cost
Cascade Construction Co.

Labor:

Supervision	$300.00	
Labor	1,543.91	
Labor Insurance	115.79	
		$1,959.70

Materials:

Class "B" Asphaltic Concrete F.O.B. Cascade Commercial Plant	871.54 Tons at $4.00	$3,486.16	
3/4"-0" Cr. Gravel F.O.B. Ross Island	254 Cu. Yd. at $1.75	444.50	
12" Concrete Pipe	108 L. F. at $0.78	84.24	
3"-0" Gravel	9 Cu. Yd. at $2.25	20.25	
			4,035.15

Equipment Rental and Miscellaneous Supplies:

Equipment Rental, Owned	$941.00	
" " , Hired	307.20	
Hired Trucks, Including Operators	262.50	
Gas, Oil and Grease	454.65	
Move In Expense	115.00	
Miscellaneous Supplies & Small Tools	45.60	
Public Liability and Property Damage	23.16	
P.U.C.'s	13.07	
Bond	78.47	
Home Office and General Overhead	322.64	
		2,563.29

Total Cost $8,558.14

Ochoco Avenue—Milwaukie

Detail of Cost
Zuber Bros.

Labor:				
Labor and Supervision			$2,146.77	
Labor Insurance			204.68	
				$2,351.45
Materials:				
3/4" Conduit	378 lin. ft.	at $0.21	$79.38	
Reinforcing Steel	650 lbs.	" 0.055	35.75	
Expansion Joint Mat'l.	300 lin. ft.	" 0.025	7.50	
Transit Mix Concrete	208 cu. yd.	" 9.45	1,965.60	
Portland Cement	12 sacks	" 0.90	10.80	
				2,099.03

Equipment Rental & Miscellaneous Expense:

Equipment Rental	$276.00	
Gas, Oil and Grease	37.50	
Prefabricated Forms and Lumber	384.00	
Kerosene	50.40	
Bond	46.35	
Public Liability and Property Damage	32.20	
Office and General Overhead (6% of Gross Revenue)	297.33	
		1,123.78

Total Cost - Zuber Bros. $5,574.26

Ochoco Avenue-Milwaukie

Remarks:

This contract required the construction of a concrete and asphalt median strip on the Pacific Highway and the grading and surfacing of a parking area in the rear of the Division Office Building. It was bid and awarded on September 20th, 1949. The contractors started work on October 10th, and the project was completed on December 13th, 1949.

The concrete median strip was subcontracted to Zuber Bros. who used forms which had been prefabricated at their own shops. Ross Island Transit Mix concrete was used throughout the job. Pouring was done every other day, and the finishing and form work were done on the alternate days. There were 330 feet of forms laid out on the alternate days, which handled a pour of 15 cu. yds. of concrete. This work was accomplished in 29 days working time, and an average of 7.15 cu. yds. was placed per day. The work was well organized and had good supervision, but the bid price was too low and the subcontractor incurred a loss.

The base rock was loaded at the State pit near Milwaukie with a small hired shovel, and hauled with hired trucks. The 3/4"-0" crushed gravel was purchased from the Ross Island commercial plant, and it was hauled to the job in the contractor's trucks. Asphaltic concrete was produced at the Cascade Construction Co.'s plant situated near the west end of the Ross Island Bridge and hauled 4.0 miles to the job. The prime contractors had good bid prices on their work and made a fair profit.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN 18 1950
FOR FILING

3-1033

3237

January 17, 1950

American Casualty Co.
607 Washington St.
Reading, Penn.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Cascade Construction Co., on contract No. 3237 covering Ochoco Ave.-Milwaukie Section of the Pacific Highway East, in Clackamas County. This payment, in the amount of $996.28 will be made on or after January 27, 1950. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - American Casualty Co.
N.B. Waterbury, Agent
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
1-17-50 gR

Form B-1—SH—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 6th, 19 50

Section Wahoo Avenue - Milwaukie

Kind of work Median Islands and Paving

Highway Pacific East

Section prefix 3-1033

Contractor Cascade Construction Company

Contract number 3237

Date of contract September 30th, 1949

Date of completion Jan 31st, 19 50

Date work started October 10th, 1949

Estimated date of completion December 13th, 19 49

Amount of contract $16,642.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $15,710.41

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 950.00, 91 %

Date project was completed Dec. 13th, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This will be the final report for this project.

The Semi-Final Estimate will be sent in this week.

NOTE
H.W. LIBBY

Signed A B Dean Resident Engineer

Address Portland, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Cons Med

	GRADING	SURFACING	[redacted] Islands	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			0.84		
Miles partially completed			All		
Miles completed			All		
Total estimated quantities		1120 CY	260 CY	850 Tons	
Estimated quantities moved or placed to date		1184.5 CY	207.243 CY	871.54 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday	"		

RECEIVED
JAN 10 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC 7 1949
FOR FILING

HOUSING AUTHORITY of the COUNTY OF CLACKAMAS

P.O. DRAWER 1
MILWAUKIE, OREGON

COMMISSIONERS:
EARL S. BURDICK, CHAIRMAN
WALLACE R. TELFORD, VICE-CHAIRMAN
THOMAS P. LONG
FRED O. ROBERTS
FRANK ALDRICH

W. J. AVISON
EXECUTIVE DIRECTOR

December 3, 1949

2-1033
3237

Kellogg Park Traffic Signal

Oregon State Highway Dept.
Salem, Oregon

ATTENTION: W. C. Williams
Asst. State Hwy. Engr.

NOTED
W. C. WILLIAMS

Dear "Dutch":

Reference is made to your letter of August 30 regarding the payment of Electrical Energy for the Kellogg Park Traffic Signal.

As I understand it the Signal was furnished by the Housing Authority and is the property of the Housing Authority but was erected by the State Highway Department. In accordance with your letter dated July 26, 1943 "The Highway Commission will maintain it."

The furnishing of Electrical Energy for this Signal may come under the head of "maintenance" however we will pay for the Electrical Energy for its operation and will notify the power company accordingly.

Very truly yours,

Thomas D. Telford

Thomas D. Telford,
Executive Director

cc: MrF.T. Young
Portland Division Office
Oregon State Hwy. Dept.
Portland, Oregon

TDT:ps

RECEIVED
DEC 6 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1949
FOR FILING

3-1033
3237

October 25, 1949

Cascade Construction Company
Ft. S. W. Abernethy Street
Portland 1, Oregon

Gentlemen:

We are sending you herewith a fully executed copy of Contract No. 3237, which was awarded to you on September 30, 1949, by the State Highway Commission, covering median islands and paving on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East in Clackamas County.

This copy is for your records and files. An executed copy of the contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

Recorded

RECEIVED
OCT 26 1949
FOR FILING
FORM E-20X 15M 6-46 32803

2-10-2
3237

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 24, 1949

SUBJECT: Dangerous Traffic Condition at Junction of River Road and Super Highway - Milwaukie

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

When Mr. Baldock and Mr. Devers recently met with the Milwaukie City Council in regard to the Milwaukie-Oshoco Street median strip and the Milwaukie-Oshoco service road, the matter of the dangerous traffic condition at the junction of the River Road and the Super Highway near Scott Street in Milwaukie was discussed. The City indicated that they would have no objection to blocking cross traffic from Scott Street if this would help in working out a suitable traffic separator.

Some time ago in discussing this condition with Mr. Crandall he mentioned that there had been considerable study made of a traffic separator but that it did not appear feasible as long as Scott Street remained open.

In line with the above Mr. Broadwell has prepared the enclosed workup of a possible traffic separator at this point. This is based on blocking cross traffic from Scott Street but it does permit a right turn into Scott Street and from Scott Street north. I suppose this should be referred to Mr. Crandall for his approval or modification.

Our present contract on the median strip goes to the end of the concrete pavement at about Station 337+50. However, the contractor has not built south of the PT at Station 340+63. If this separator is to be built in the near future it would probably be advisable to either stop our present contract at this PT or possibly this work could be done through a Price Agreement on the existing contract.

Very truly yours,

A. G. SKILTON
Division Engineer

AGS:rl
cc: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. H. C. Broadwell
Enc.

RECEIVED
OCT 25 1949
FOR FILING

FORM E-30X 15M 6-49 31603

3-1033
3237

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 21, 1949

SUBJECT: Median Strip on Milwaukie-Ochoco Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

W C WILLIAMS

Dear Sir:

Some time ago when Mr. Baldock and Mr. Devers met with the City Counsel of Milwaukie in regard to the raised median strip on the Milwaukie-Ochoco section, the question was raised by the city about the possibility of a different connection from the proposed Milwaukie-Ochoco service road to the City of Milwaukie. The idea in mind was to cut down on the Scott estate damage on our proposed connection and to bring this service road in immediately adjacent to the Pacific Highway East, cutting through the west portion of Block 2 and coming into Scott Street. Mr. Baldock requested that we investigate this matter, and submit a tentative plan of what could be done.

I am enclosing herewith plan of this modified connection, prepared by Mr. Broadwell. He has discussed this with the City Manager of Milwaukie, and the general concensus of opinion both by this office and the City of Milwaukie is that this proposed connection is not practical. Property damage in Block 2 would be excessive, and it is doubtful if there would be any saving. In fact, right of way might be even more expensive that that proposed in our original alignment. We have not made a detailed estimate of either the right of way or other costs, which can be done if you wish more detail. I would recommend that we keep to our original plan as the most practical solution to this problem.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
H. O. Broadwell

RECEIVED
DEC 23 1949
FOR FILING

3-1033
3227

October 7, 1949

Mrs. George H. Gibbs, Secretary
Oregon Roadside Council
P. O. Box 8217
Portland 7, Oregon

Dear Mrs. Gibbs:

This note is simply to acknowledge your letter of October 4, by making a resolution adopted by your Board of Directors with respect to preservation of the Historic Southern Entrance Boulevard Section of U.S.99E between Portland and Milwaukie.

I shall be pleased to bring it to the attention of the members of the State Highway Commission at the earliest possible time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:bs

cc - Commissioners
R. H. Baldock
H. C. Williams
J. H. Sievers

FOR FILING

OREGON ROADSIDE COUNCIL

P. O. BOX 8717
PORTLAND 7, OREGON

AGENDA
NOV 7 1949
5-p

President Emeritus
MRS. JESSIE M. HONEYMAN
Counsel
O. C. ROEHR
Treasurer
MRS. CORA E. MURNEY
President
MRS. DANIEL HEFFNER
President
MISS JULIA HOLDAY
Second Vice President
BERNECHE
Secretary
MRS. GEORGE H. OTTEN

October 4, 1949

State Highway Commission
Salem, Oregon

Gentlemen:

At a meeting today the Directors of the Oregon Roadside Council discussed the problem of preserving the freeway features of the section of McLoughlin Boulevard from the Highway Commission buildings south for about a mile to near the city center of Milwaukie, and still serving adequately the developments contemplated east of the highway. The following resolution was then passed unanimously,-

> "Resolved, that the City of Milwaukie and the State Highway Commissiom be urged to devote cooperatively their best efforts and resources to finding means to construct a service road parallel to and east of the present highway and row of sequoia trees, so as to make access to the highway permissable only at the present designated intersections, and thus preserve to this stretch of the present highway its admirable features of speed and safety, so important to all users of Route 99E."

It is earnestly hoped that you and the City of Milwaukie will do all possible to work out a satisfactory solution of this problem.

By order of the Board of Directors,

(s) Ruth Ann Otten
Secretary

RECEIVED
OCT 6 1949
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

M

RECEIVED
OCT 3 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1949

SUBJECT: Prints of Separate Turning Lane - US99E and Kellogg Park Road

To: Mr. A. G. Skelton
Division Engineer
Division 1

NOTED
W. C. WILLIAMS

Attached hereto are three prints of a separate turning lane in the southwest quadrant at the intersection of McLoughlin Boulevard, US99E, and Kellogg Park Road, which separate turning lane will be used to negotiate left turns from North to East.

You will note that a 100-foot radius has been used so that trucks and semi-trailer combinations turning not only for the housing project but for International Harvester can negotiate this separate turning lane at approximately 20 MPH, thus precluding the possibility of blocking the highway while these vehicles are decelerating.

J. H. Head
Assistant Traffic Engineer

JAH/mh

cc - R. H. Baldock

Attachments

RECEIVED
DEC 16 1949
FOR FILING

AGENDA
NOV 7 1949

B-1033
3237

September 14, 1949

Cascade Construction Company
Room of S. W. Abernethy Bldg.
Portland 1, Oregon

Re: Contract No. 3237

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of a concrete median island, and 4,000 square yards of surfacing and paving on the Columbia Avenue-Willamette Section of the Pacific Highway East, in Clackamas County. This award was based on your low bid of $16,662.50, submitted on September 13, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bc
Enc.

cc - H. G. Smith
Goldie Lewis
R. H. Probert
L. R. White (R.L.A.C.)

GET CONFIRMED

S+C

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 30, 1949
2:15 p.m.

Cascade Construction Company
Foot of Abernethy Street (S.W.)
Portland 1, Oregon

The State Highway Commission awarded you today the contract for construction of a concrete median island on the Cohoco Avenue-Milwaukie Section of the Pacific Highway East, Clackamas County, based on your low bid submitted September 19, 1949. Contract forms follow shortly.

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

3-1133

3237

RECEIVED
FOR FILING

4-ad

Milwaukie, Oregon,
Sept. 21, 1949.

Gov. J. Douglas McKay,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Governor:-

In discussions of the new divider strip the Highway Dept. is about to construct on McLoughlin Blvd. between Ochoco Street and River Road - approximately the north and south boundaries of the City of Milwaukie - the Milwaukie Chamber of Commerce is strongly opposed to this construction.

The C. of C. does not question the integrity nor motives of the Highway Commission nor does it feel competent to give advice on highway matters - but it does think it can recognize a threat to its best interests when it sees one - and this is a definite threat. If this plan goes thru, it will influence, adversely, for all time to come, all the merchants and residents of the Milwaukie area.

Despite what the knowledge, training, experience and statistics of the Highway Engineers may indicate, the people who daily use this strip of pavement can be presumed to know what would be advantageous to them - and what wouldn't. Some of us argue that, so far from being an advantage, this divider strip would be an actual menace - and they can make out a pretty good case for the contention.

So far as can be determined, the State Highway Commission has never claimed infallibility nor Divine omniscense. This may be one instance in which 100 per cent judgment is not achieved.

Recently, another cent per gallon has been added to the gas tax, presumably to provide more funds for road maintenance - a worthy objective for God knows we need all we can get for that purpose. But, if they are to be squandered on such projects as this divider strip which not only is unnecessary but a menace to the safety of travelers in addition to being an eyesore and a disfigurement of an otherwise beautiful pavement, obviously there is, somewhere, a miscarriage of judgment as well as objective.

During World War 11 all but essential roads received scant attention - to which no one objected; but, since the emergency has passed, we have a right to expect consideration of secondary roads - and, above all, a wise, judicious and economical expenditure of road funds of any nature.

It is the contention of many of our citizens that the strip of road in question is not only the headache of Highway officials but also of the residents of Milwaukie who must use it daily and who are, per person, more interested in it than any others can possibly be. It is their opinion, frequently expressed at your meetings - and otherwise - that the most good would be obtained

by placing automatic lights at Ochoco, Harrison and Washington streets with correlating blinker at Monroe - and possibly Jefferson. These are effective, established and recognized controls understood by everybody - and comparatively inexpensive. Your cloverleafs and other expensive gadgets are no doubt the latest word in safety traffic but they are confusing and vastly expensive and, while they are probably as simple as A B C to your engineers - and can be learned by constant users - to the layman they are still simply another pain in the neck.

In company with several memebers of the Milwaukie City Council, the writer, as a representative of the Chamber of Commerce, attended the Highway meeting yesterday at the Imperial Hotel. This was a new low in meetings - if it can be called that.

Before final action is taken, the Milwaukie Chamber of Co m- merce would like to have a public meeting to be held in the City Hall at Milwaukie where this subject can be further discussed. Can you arrange such a meeting ?

Incidentally, I might add there is considerable discussion of political action if this divider strip is constructed. It would be too bad to make a football of the Highway Commission as I believe you will agree we already have enough animosities in our public life without adding another.

I might also hint at legal action to prevent this construct- ion which not only would be expensive, exhaustive, tiresome etc. but delaying as well. Time, money and effort can be much better expended in other directions.

Can you pour any oil on these troubled waters ?

Yours very truly,

J. F. Weigant

JFW-W:

J. F. Weigant

Copy to State Highway Commission: ✓
Jack Taber - City Manager:
Leonard Mullan - President C of C
M. S. Shrock Secretary " "

ANT,
, Bank Bldg.,
WAUKIE 22, OREGON.

PORTLAND
SEP 21
12 PM
1919
ORE

State Highway Commission,
Salem,
Oregon.

AGENDA
SEP 1 9 1949

4, a d

FORM E-30 25M 6-49 52908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1949

SUBJECT: R 13778

To: Mr. W. C. Williams,

O f f i c e .

Dear Mr. Williams:

The other day when I drove to Portland I noticed that someone has removed one post which serves as a part of the barricade to the road which the City of Milwaukie is forcing onto the main highway. By the removal of the one post trucks are permitted to enter the highway.

I think that some definite action should be taken on this matter. I have examined our files and find that the City gave to the State an option which the State accepted. I find that the City has entered into a contract with the International Harvester Company for the sale of a portion of the property which it procured from the Government and in that agreement the City agrees to dedicate a sixty-foot street which will lie adjacent to and immediately south of the property sold to the International Harvester Company. The City also agrees to give access to Highway 99 either directly or through a service road. The agreement provides further that if access is given directly to Highway 99 that portion of the land indicated as the area over which a service road is to be constructed shall be graded according to plans agreed upon.

I believe that if the Highway Commission proposes to control access to the highway we should build the service road and I think immediate steps to that end should be taken. I suggest that this matter be brought to the attention of the Commission at its next meeting. If the present road was not constructed prior to the effective date of the recent law on approach roads, then the Commission can control entrance at that point. If the facts are otherwise, then we will have difficulty.

Yours very truly,

J. M. DEVERS

JMD:PW

see also d. T. [illegible]

S+C

FORM E-1 REV. 8-49
3-1033
3237

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 12 1949
FOR FILING

August 31, 1949

NOTED
State Highway Engineer

Mr. E. W. Kirkpatrick
City Attorney
Milwaukie, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I have discussed, as I told you I would on the phone, the proposed approach road to connect with the Pacific Highway in the vicinity of Milwaukie with our engineers. The subject is being carefully analyzed and will be presented to the Highway Commission at its next meeting for only the Highway Commission can make the decision.

I have suggested to our people that we give serious and favorable consideration to the construction of a lateral or outer highway which will provide the service needed and do so without seriously jeopardizing traffic on the main highway.

I have gone into the question of the application of the statute passed by the last legislature on the subject of approach roads and I am convinced that it is applicable and effective with respect to the proposed crossing.

It seems to me that by sincere and honest cooperation the problem now before us can be solved, and I invite that kind of study.

Very truly yours,

J. M. DEVERS

JMD:NH
CC - W. C. Williams

RECEIVED
SEP 12 1949
FOR FILING

COUNCIL

FRED SPERR, Mayor
PETE MORTESEN
WALTER FRADY
GARLAND A. TAYLOR
EDWIN NORBECK

CITY OF MILWAUKIE

Clackamas County
MILWAUKIE, OREGON
926 Main Street
Phone 2-4021

A City of Fine Schools

CITY MANAGER
JACK TABER

3-1033
-237

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

August 30, 1949

R.H.Baldock,
State Highway Engineer
SALEM, OREGON

NOTED
W. C. WILLIAMS

Dear Sir:

Upon receipt of your letter of August 26,1949,addressed to Jack Taber,City Manager, I tried to get in touch with you by telephone,but was unable to do so.

You were badly informed as to several matters in your letter.

The approach to the highway,which you had barracaded,was constructed early in June of this year and almost a month prior to the effective date of the statute which you referred to,in consequence,this statute is not effective as to this approach. We have been informed that the matter of this approach came to your own attention long prior to the effective date of the statute to which you refered.

We regard your action as very arbitary and in clear violation of the City's right to regulate its own streets.

The statute you refer to contains no reference of municipal corporation,and,in spite of the fact that you say that your chief counsel has advised you that it does apply to municipal corporations, I believe that a more considered opinion will be otherwise.

In the present instance you might as well have erected barracades at the intersection of any other of our city streets with the highway.

The existance of this barracade is causing the City a very considerable expense as there is approximately 40,000 yards of material which the City is to move over this road. Our remedy to this is to pull your barracade and station police to see that it is not replaced, or to hold the Highway Commission for all damages occaisioned by the existance of this barracade.

This matter calls for your immediate attention and cannot wait for a meeting of the Highway Commission.

Very truly yours,

E. N. Lutsprattner
City Attorney

RECEIVED
SEP 2 1949
FOR FILING
3-1033
3237

File

August 30, 1949

Mr. W. J. Avison, Executive Director
Housing Authority of the County of Clackamas
Milwaukie, Oregon

Dear Sir:

Mr. F. T. Young of our Portland Division Office indicates that, effective September 1, the Portland General Electric Company wishes to bill the Highway Department for the cost of electrical energy for the operation of the traffic signals on Mcloughlin Boulevard at the Kellogg Park Housing Project. The reason given is that, whereas the Housing Authority has been caring for this item of cost, effective September 1 the individual occupants of the houses within the project will pay their own light bills instead of the current practice of making a mass billing to the Housing Authority.

Insofar as our department is concerned, the original conditions under which this installation was made are still in effect, and I can see no reason for change at this time. You will recall that the installation was originally made at the request of the Housing Authority officials, with the understanding that, in addition to standing all capital outlay expense, the Housing Authority would furnish and pay for electrical energy incident to the operation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall
Mr. F. T. Young

Mr. J. T. Cottingham
Portland General Electric Co.
621 S. W. Alder Street
Portland 5, Oregon

RECEIVED
AUG 30 1949
FOR FILING

1 3-1033
3237

August 26, 1949

Mr. Jack Taber, City Manager
936 Main Street
Milwaukie, Oregon

Dear Sir:

I will transmit a copy of your letter of August 25 to the members of the Oregon State Highway Commission, who will meet on September 20.

Permit me to call your attention to Chapter 308 of the Laws of 1949, relating to the construction of approach roads, under which condition no person, firm or corporation is permitted to build or construct on the right of way of a state highway any approach road or other facility, thing or appurtenance, without first obtaining written permission from the State Highway Commission.

We were not notified by you that you wished to connect a city street to the highway, so, after consulting with the Chairman of the State Highway Commission, the barricades were ordered erected. Contrary to your statement, there was nothing arbitrary in the action--the Commission was merely following the law.

Under the new law, the Highway Commission is to promulgate rules and regulations, and if you wish to make formal application for this approach street, I will bring the matter to the attention of the Highway Commission at its meeting on September 20. Chief Counsel J. H. Severs of the State Highway Commission has advised me that the application of this law affects a city as well as an individual.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:M
Encl.
cc Mr. T. H. Denfield
Mr. Ben H. Chandler
Mr. Chas. H. Reynolds
Mr. H. A. Kleiger

CHAPTER 308

CITY OF MILWAUKIE

Clackamas County

AN ACT OREGON (S. B. 167)

Relating to the construction and maintenance of approach roads and other facilities upon state highway or county road rights of way, and empowering the state highway commission and the county court, as the case may be, to make rules and regulations therefor.

Be It Enacted by the People of the State of Oregon:

Section 1. No person, firm or corporation shall hereafter be permitted to build or construct on the right of way of any state highway or county road, any approach road or any other facility, thing or appurtenance without first obtaining written permission from the state highway commission with respect to state highways or the county court of the county with respect to county roads.

Section 2. The state highway commission with respect to state highways and the county court of each county in the state with respect to county roads hereby is authorized and empowered to adopt reasonable rules and regulations and issue permits, not inconsistent with the law for the construction of any approach road, facility, thing or appurtenance upon such rights of way, provided that the powers herein granted shall not be so exercised as to deny any property adjoining such road or highway reasonable access thereto. Such rules and regulations and such permits may include, but need not be limited to, provisions for construction of culverts under approaches, requirements as to the depth of fills over culverts, and requirements for drainage facilities as may be deemed necessary, and any such permit issued may contain such terms and conditions as may be prescribed. All construction under such permits shall be under the supervision of the county court or state highway commission, as the case may be, and at the expense of the applicant. After completion of the construction of the particular approach road, facility, thing or appurtenance, the same shall be maintained at the expense of the applicant and in accordance with such rules and regulations.

Section 3. Upon failure of the applicant to construct or maintain the particular approach road, facility, thing or appurtenance, in accordance with the conditions of the permit and in accordance with the rules and regulations, the highway commission or the county court, as the case may be, may, after the expiration of 30 days following the transmittal of a written notice to the applicant, remove all such installations upon the right of way at the expense of the applicant, which expense may be recovered from the applicant by the state or county, as the case may be, in any court of competent jurisdiction.

Section 4. Nothing in this act contained shall in any manner limit or affect any of the powers granted to, or duties imposed upon, the county courts of the state, the state highway commission or the public utilities commissioner by the provisions of section 112-541, O.C.L.A., as amended, or any rights heretofore or hereafter acquired under the provisions of said section 112-541, O.C.L.A., as amended.

Approved by the governor April 5, 1949.
Filed in the office of the secretary of state April 6, 1949.

A City of Fine Homes

COUNCIL

FRED SPERR, MAYOR
PETE MORTESEN
WALTER FRADY
GARLAND A. TAYLOR
EDWIN NORBECK

CITY OF MILWAUKIE

Clackamas County
MILWAUKIE, OREGON
926 Main Street
Phone 3-4021

A City of Fine Schools

CITY MANAGER
JACK TABER

August 25, 1949

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

This is to call your attention to the fact that you have erected a barricade where Harvester Drive intersects Front Street in the City of Milwaukie. Harvester Drive is a city street laid out and gra d-ed by the City of Milwaukie;Front Street is also known as McLaughlin Blvd.

The City of Milwaukie owns considerable property on both sides of the highway and on both sides of Harvester Drive, and it is all within the corporate limits of the City.

Unless this barricade is removed forthwith the City of Milwaukie will take appropriate action against the Highway Commission.

Your arbitrary attitude in this matter is greatly resented by the City of Milwaukie,and this especially so since the city had offered to participate in a service road paralleling the highway,and which offer has been rejected,as we understand,by the Highway Commission.

Very truly yours,

Jack Taber
City Manager

RECEIVED
AUG 26 19
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1949
FOR FILING

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Salem, Oregon
August 22, 1949

Mr. H. G. Smith

On August 19, the Highway Commission approved the recommendations of the Chief Engineer to channelize McLoughlin Boulevard (US99E), between Ochoco Street and Milwaukie, and authorized an expenditure of $25,000 for the work.

W. W. Stiffler

NOTED
W. C. WILLIAMS

KMG:mm

cc Mr. S. H. Probert
Mr. M. H. Hanks

FORM E-30 20M 6-48 32008

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1949

SUBJECT: Traffic Signals
McLoughlin Blvd. (US99E)
Kellogg Housing Project

To: W. C. Williams

I received an interoffice letter from Mr. Frank Young on the above indicated subject, copy of which I submit herewith. As I see it, the mere fact that there is to be a change in manner of billing the Housing Authority for electrical energy is rather beside the point and no reason why we should take over payment of bill for juice. I have prepared a suggested draft along these lines.

For your general information and by way of historical background I am also attaching copy of Commission Minute excerpts and copy of Mr. Baldock's letter to Mr. Avison under date of July 26, 1943, all of which bear on this subject.

F. B. Grandall

F. B. Grandall
Traffic Engineer

FBC:LJ
Attachment

FORM E-20X 15M 8-49 21606

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 16, 1949

SUBJECT: Traffic Light at Kellogg Park Housing Project

To: Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

Dear Sir:

When the traffic light on McLaughlin Boulevard at the entrance to Kellogg Park Housing Project was installed, there was an understanding to the affect that the housing authority would pay for the electric energy used in operating the signals. I am now advised that on September 1st, individual occupants of houses within the project will pay their own light bills, and that no further mass billing will be charged to the housing authority. With this change in mind, the Portland General Electric Company have requested a letter, authorizing them to bill the State direct after September 1st for all electric energy used in operating the signals.

I am not entirely familiar with your previous arrangements with the housing authority for such a payment, so I am submitting this information to you for further handling. Your communication should be addressed to the Portland General Electric Company, attention J. T. Cottingham, 621 S.W. Alder Street, Portland 5, Oregon.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
cc: H. G. Smith

RECEIVED
AUG 17 1949
TRAFFIC ENGINEER

C
O
P
Y

July 26, 1943

Mr. W. J. Avison, Executive Director
Housing Authority of the County of Clackamas
Milwaukie, Oregon

Dear Sir:

F. T. Young, Acting Division Engineer of the Oregon State Highway Department, has referred to me your letter of July 22 to which was attached a telegram from Talbot Wegg of Seattle on July 17.

The telegram asked certain questions which I will endeavor to answer. The Highway Commission, when you appeared before them some time ago, stated that they would erect the traffic signals if you would furnish them. This action was taken on the premise that the action of the Housing Authority had caused a major intersection on one of the main trunk highways, necessitating light control, and that in equity and justice the cost of this should be borne by the Housing Authority as a part of the cost of the housing project inasmuch as transportation is one of the main essentials. The Highway Commission did offer to install the signals after you had provided them.

The signals will remain the property of the Government and be returned if and when the housing project is abandoned and dismantled.

The Highway Commission will also maintain the signals.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

EXCERPT FROM MINUTES OF COMMISSION MEETING

MAY 11, 1943

"Mr. W. J. Avison, Executive Director, Clackamas County Housing Authority, was present and requested permission to construct a service road connection with the Pacific Highway East (McLoughlin Blvd.) about midway between the north and south limits of the housing project north of Milwaukie. He advised that the Housing Authority has purchased a fire truck which it expects to house on the east side of the highway, but is also to be used to extinguish fires that may occur on the west side of the highway, so the highway crossing is necessary. In order to safeguard highway traffic, he said, the Housing Authority would install a traffic signal over the intersection, which would be electrically controlled from the fire engine house. The Engineer recommended approval of Mr. Avison's request, subject to the conditions that the state be not called upon to contribute toward the cost thereof, and that the traffic signal be installed by state forces. Mr. Avison stated his approval of the state's installing the traffic signal, which is to be purchased by the Housing Authority. After discussion the Commission by unanimous vote approved Mr. Avison's request, subject to the conditions mentioned by the Engineer."

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AUG 5 1949
FOR FILING

AGENDA
JUN 27 1949

WILLIAM B. ADAMS
ATTORNEY AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON
BROADWAY 2615

WILLIAM B. ADAMS
F. SHOCK MILLER
3-1033
3232

NOR

June 27, 1949

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Re: Extension of Main Street--
Milwaukie, Oregon

Dear Mr. Glaisyer:

I understand the above is on the agenda of the Commission's meeting for Tuesday, June 28th.

I enclose herewith a petition signed by all of the property owners and residents who will be directly effected by the proposal, except two who were not available. I understand that these two are likewise strongly opposed to the proposal.

We would be very grateful if we could be heard on this matter before the Commission takes any further steps.

We will appreciate it very much if the enclosed petition is brought to the attention of the Commission prior to or at the meeting tomorrow. If the Commission believes the proposed extension is necessary, we have an alternate proposal which we believe to be more feasible and far less destructive.

Thank you.

Very truly yours,

William B. Adams

William B. Adams

RECEIVED
JUN 28 1949
STATE HIGHWAY COMMISSION

Mr. Miller brought this in just now. He said the original with the signatures was sent to Salem this morning.

Will you call Mr. Miller when you have time BRdway 2615

AGENDA

AGENDA
JUN 27 1949
NOA "D"

June 27, 1949

Mr. N. B. Claisyer
Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Re: Extension of Main Street--
Milwaukie, Oregon

Dear Mr. Claisyer:

I understand the above is on the agenda of the Commission's meeting for Tuesday, June 28th.

I enclose herewith a petition signed by all of the property owners and residents who will be directly affected by the proposal, except two who were not available. I understand that these two are likewise strongly opposed to the proposal.

We would be very grateful if we could be heard on this matter before the Commission takes any further steps.

We will appreciate it very much if the enclosed petition is brought to the attention of the Commission prior to or at the meeting tomorrow. If the Commission believes the proposed extension is necessary, we have an alternate proposal which we believe to be more feasible and far less destructive.

Thank you.

Very truly yours,

William B. Adams

D

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JUN 24 1949
FOR FILING

T. 3-1033

3237

June 23, 1949

Oregon State Highway Commission

Gentlemen:

At the last meeting of the Commission, the City of Milwaukie renewed its request for construction of a service road between the City of Milwaukie and the Government housing area adjacent to McLoughlin Boulevard, U.S. 99E. The City at that time requested that the State acquire certain privately owned rights of way at state expense. The City, in turn, offered to do certain grading work without cost to the State. You requested the Engineer to make a complete investigation and report back at the next meeting.

The matter has been investigated, and the City of Milwaukie has made, in writing, the following offer of work it will perform if the State will buy the private rights of way. The City will grade, without cost to the State, that portion of the service road between Stations 353+25 and 355+81. The cost of this work is estimated at $8,000. The City further agreed to grade the balance of the service road, to be constructed new, which is between the City of Milwaukie and the present connection to the highway at the signalized housing authority entrance, the total distance being 2,300 feet, or approximately one-half mile, for a lump sum price of $19,300. To do this grading is estimated to cost $35,300, if performed at existing contract prices. The reason the City offers to do the work for the price of $19,300 is that it is leveling a large area of land acquired as war surplus and has excess materials, so that it can construct the embankment much cheaper in that the haul only and finishing of the roadbed are involved.

Based on the above facts, the City would perform work resulting in a saving to the State of $24,200, this on the basis of $8,000 for the work it is performing without cost, and a saving of $16,200 for the balance of the work it would perform at a price of $17,300, as compared to the State's estimate of $35,500. In return for this, the City is asking the State to buy right of way, which has been appraised by the Right of Way Department at $14,400.

It thus appears that this plan would be to the best interests of both the State Highway Commission and the City of Milwaukie, and, if the City of Milwaukie will execute a satisfactory agreement to do the work as outlined above, with the proviso that retained percentages of the work done by the City be withheld until the grading work is completed to the State's satisfaction, I would recommend approval.

In addition to the grading work discussed above, the estimated cost of surfacing the project is $20,000, so that the total cost to the State under this arrangement would be $79,300, plus right of way, estimated at $14,400, or a total of $93,700.

The State project of one-half mile is only a portion of the project tentatively approved in 1947, for which an amount of $65,000 was allocated. However, the balance of the project, which would extend northward from this project to Osborn Street, cannot be built for several years, as it is doubtful if the Kellogg Park Housing Authority will remove the residential buildings for some years. To complete the balance of the project will require an additional $34,000. The increase in cost over the originally estimated $65,000 is due to both increased costs since the original survey and the necessity of raising the grade line, as the 1948 flood submerged the elevation of the previously planned grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ME HI
cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hanke

AGENDA
JUN 27 1949
D

June 21, 1949

Mr. Jack Taber
City Manager
Milwaukie, Oregon

Dear Mr. Taber:

It has just been brought to my attention that you desire to appear before the State Highway Commission at its meeting next week to discuss further matters pertaining to the proposed service road along US 99E, between Milwaukie and Portland.

This note is to inform you that the Highway Commission will be pleased to grant you a hearing on this subject. I am reserving for your convenience, fifteen minutes of time, starting at 11:00 a.m. on Tuesday of next week, June 28, which I trust is satisfactory. The meeting will be held in the Green Room on the first floor of the Imperial Hotel, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:te

11:00 AM
6/28/49

D

Evalane Fizott	600 N. Main St, Milwaukie, Ore.
H.C. Fizott	600 N Main St Milwaukie
Florence Salter	736 Main St Milwaukie Ore
Ernest A Salter	736 Main St
Annie B. Adams	720 Main St Milwaukie
Bertie A Denny	720 Main St. Milwaukie
J.W. Counsell	746 Main St. Milwaukie Ore
Myrtle B. Counsell	746 Main St. Milwaukie Ore
Irwin S. Adams	660 Main Street, Milwaukie, Oregon
Pauline Robinson	726 Main St. Milwaukie, Ore
Donald W Robinson	726 Main St Milwaukie Ore
John L Denny	720 Main St, Milwaukie, Ore
William B Adams	6845 S.E. 28th - Portland - Oregon [illegible]
Ruth L. Adams	6845 SE 28th Portland

TO: THE OREGON STATE HIGHWAY COMMISSION

WHEREAS, it has been proposed to construct a road or highway extending Main Street from its present terminus at Scott Street in Milwaukie, Clackamas County, Oregon, north to the Portland-Oregon City Super Highway (McLoughlin Boulevard), and

WHEREAS, the undersigned are residents and property owners upon premises adjacent to the land upon which said extension is proposed to be constructed, now therefore -

We, the undersigned said property owners and residents respectfully protest the proposed extension of Main Street from its terminus at Scott in Milwaukie to the Portland-Oregon City Super Highway (McLoughlin Boulevard) all in Clackamas County, Oregon, upon the grounds and for the reasons that the said proposed construction would destroy and damage the residences and property of your protestants by removing the present differential in the grade levels of the house sites and the roadbed, and by cutting off the existing front yards of said residences and bringing said road unreasonably close to the said residences, and that said proposed location is not the best suited for accomplishing the purposes of proponents in securing an access road to said highway and in fact fails to accomplish said purpose, and the undersigned respectfully petition the said Highway Commission that before any affirmative action on this matter is taken by said Commission, the undersigned be given the opportunity to be heard in person and by counsel.

Name	Residence
Priscilla K. Adams	660 Main st Milwaukie Oregon
Silas F Peake	1925 Scott St. [redacted]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 15, 1949

SUBJECT: Milwaukie-Ochoco Street Service Road

To: Mr. W. C. Williams
Assistant Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of May 19th you wrote advising that a delegation from the City of Milwaukie had appeared before the Highway Commission at its last meeting requesting improvement of a portion of the so-called Milwaukie-Ochoco Street Service Road. This is the section from the Milwaukie end to the Housing Authority's connection to the super highway where the existing traffic light now is in place. You requested that we determine accurately from the proper officials of Milwaukie how much of an embankment they will construct and if they will sign an agreement to do such work in accordance with state specifications and further requested that we furnish an estimate of the cost to complete the construction work on the project now requested. This information was to be furnished not later than June 17th.

I am submitting herewith original and copies of letters dated June 10th and June 14th from Mr. Jack Taber, City Manager of Milwaukie, making a confirmed proposal from the City of Milwaukie on their participation in this project. You will note from the letter of June 10th that the City offers to give the right of way from Station 344+50 to Station 355+88 which coincides with Units 2 and 3 of our map. They also offer to grade that portion of the proposed road between Station 350+65 and 355+88 or Unit 3 on our map. This grading to include the necessary culvert work in this section. They further agree to furnish suitable borrow material with a 2,000 foot haul to complete the grading of the balance of this project.

In his letter of June 14th Mr. Taber further agrees to do the grading in Sections 1, 2 and 4 of this project at a lump sum price of $19,300. This grading to include the necessary clearing and grubbing. On this proposition the State would install or extend the necessary culverts at our estimated cost of $2,080. This offer is contingent on the work being started by not later than September 1, 1949. They also ask that payment for this work be made on the basis of monthly estimates.

Mr. Broadwell has worked up estimates and has submitted a a graph and tabulation sheets which are attached. On the basis of the State doing the grading on all four units and furnishing our own borrow pit, including clearing culverts and everything necessary to bring the fill to subgrade level, he has estimated a total cost of $53,810. This is based on borrow at $1.00 per yard. On the basis of the borrow made available by Mr. Taber's letter of June 10th and the City grading Unit 3 at their own expense this cost has been reduced to $34,525. On this estimate we have reduced our borrow cost to $0.75 per yard due to the availability of material at short haul.

On the basis of the quotation made in their letter of June 14th of $19,300, cost of the grading of Units 1, 2 and 4, the grading of Unit 3 at the City's expense and the necessary culvert construction by state forces, the total cost of the grading is estimated at $21,380. Adding the surfacing and paving costs which are estimated at $15,090 for the entire section would make the totals as follows: $68,900 if all work were done entirely at State expense and using the $1.00 borrow price; $49,615 based on the City grading Unit 3 and furnishing borrow for the balance of the job; $36,470 based on the City doing all of the grading, Units 1, 2 and 4 at a cost of $19,300, Unit 3 at their own expense, and the State putting in the culverts in Units 1, 2 and 4.

I believe that the property appraisal is now being made and I presume this information will be furnished by Mr. Forrest Cooper.

In addition to the items listed at the beginning of the letter we are enclosing profile of this section which includes the standard 40-foot section. You will notice that we are specifying 0-11 oil mat surface treatment.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. H. G. Smith
Mr. H. C. Broadwell

Enc.

COUNCIL

FRED SPERR, MAYOR
PETE MORTESEN
WALTER FRADY
GARLAND A. TAYLOR
EDWIN NORBECK

CITY OF MILWAUKIE

Clackamas County
MILWAUKIE, OREGON
926 Main Street
Phone 3-4021

A City of Fine Schools

CITY MANAGER
JACK TABER

June 14,1949

State Highway Commission
Salem,
Oregon

Gentlemen:

As a supplement to item No. 4. in my letter of June 10,1949 and in reply to a letter from A.G. Skelton,dated June 13th. The Council has authorized me to state that The City of Milwaukie will enter into an agreement with The State Highway Department to grade to sub grade level and to highway specifications, the balance of the service road not covered in the letter of June 10th.

Namely:

Sta. 337 plus 88 to 344 plus 50		6,342 Cu. Yds.
Sta. 344 plus 50 to 351 plus 25		22,994 Cu. Yds.
Sta. 355 plus 88 to 360 plus 51		4,053 Cu. Yds.
	Total	33,389 Cu. Yds.
	Allowance	3,411 Cu. Yds.
		36,800 Cu. Yds.

The above to be done for a price to The Highway Department of $19,300.00 Said price to include the clearing, grubbing and the small amount of excavation indicated.

The above price is a firm offer if the operation can be started not later than September 1,1949, and that arrangements can be made with the Highway Department for monthly estimates to pay for the said grading.

Mr. Skelton in his letter indicates that State forces would do the drainage work, however if it be the wish of the Highway Department that the City of Milwaukie do this work, we can quote you a price.

Very truly yours,

Jack Taber

City Manager

...D, CHAIRMAN
...ND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

June 13, 1949

IN REPLY PLEASE
REFER TO FILE NO

Mr. Jack Taber
City Manager
City of Milwaukie
Milwaukie, Oregon

Dear Mr. Taber:

On June 10, 1949 you handed me a letter addressed to the Highway Commission in regard to construction of a portion of the service road from Milwaukie to Ochoco Street. This letter contained the offer that the City Council had authorized you to make as to the City of Milwaukie's contribution to this project. At the time you brought this letter in we discussed the possibility of a further proposal from the City of Milwaukie for doing the actual construction work on the balance of this project from Station 337+88 which is the end of Main Street to the Kellogg Park light at Station 360+51. I believe you were going to take this matter up with the City Council with the idea of giving the State a definite quotation on the necessary clearing and grading in Units One, Two and Four of this project.

I am enclosing herewith a tabulation sheet showing the items to be covered in these three units. The first part of this form is work that will be done by the City of Milwaukie and the necessary grading and the second part is the work that would be done by the State Forces in placing the culverts that must necessarily be placed before the grading work is done. In your letter of June 10 on Unit Three you have agreed to place the necessary extension to the culvert at our Station 351+22. It is my understanding that you would not wish to do anything about the culverts in Units One, Two and Four and these can be placed by State Forces as they are shown.

If the City wishes to make us a quotation on doing this work it should be understood that it covers the necessary clearing and grading which would include the furnishing of the necessary borrow material. The work to be done in accordance with our standard specifications which cover suitable compaction and sloping.

6-15-49

As you know we must submit our report on this work by June 14 and we would like to have your letter on the above in time to submit with our report.

Very truly yours,

A. O. SKELTON
Division Engineer

AGS:rl

cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. H. C. Broadwell

Enc.

ESTIMATE OF QUANTITIES FOR MILWAUKIE-OCHOCO STREET

	Work to be Handled by City Milwaukie			Work to be Handled by State Forces		
	Exc.	Tr.Exc.	Borrow	Tr.Exc.	18" Pipe	36" Pipe
1. 337+88 - 344+50	37	250	6,342	—	—	—
2. 344+50 - 351+25	—	—	22,994	41	—	140
3. 351+25 - 355+88	—	—	—	—	—	—
4. 355+88 - 360+51	14	—	4,053	16	140	—
Total	51	250	33,389	57	140	140
Allowance	5	5	3,411	6	14	14
	56	255	36,800	63	154	154

H. C. Broadwell

June 13, 1949

COUNCIL

FRED SPERR, MAYOR
PETE MORTESEN
WALTER FRADY
GARLAND A. TAYLOR
EDWIN NORBECK

CITY OF MILWAUKIE

Clackamas County
MILWAUKIE, OREGON
926 Main Street
Phone 3-4021

A City of Fine Schools

CITY MANAGER
JACK TABER

June 10,1949

State Highway Commission
Salem,Oregon

Gentlemen:

At the request of the Milwaukie City Council, I am asking that the Highway Commission give serious consideration to the placing of the southern section of the service road paralleling 99E, North of Milwaukie on this year's construction, namely from the Kellogg Park Signal Light south to Scott Street in Milwaukie.

The Council has authorized me to make the following offers as the City of Milwaukie's contribution to the project:

1. To give the right of way, as shown on your map from Sta. 344 plus 50 to Sta. 355 plus 88.

2. To grade that portion of the proposed road between Sta. 350 plus 65 and 355 plus 88 to sub grade level and to highway specifications.

3. To place an extension and the necessary catch basins on the 30" culvert at Sta. 351 plus 22.

4. To furnish sufficient suitable borrow material to complete the balance of the fill from Sta. 335 plus 88 to Sta. 360 plus 51, within 2,000 feet haul. The borrow to be made at a location and in a manner satisfactory to The City of Milwaukie.

5. To use what ever influence the City of Milwaukie may have with the Federal Government, to secure the right of way North of the properties owned by the City.

If there is further information that I am able to supply you, please feel free to call on me at any time.

I would like to appear at your next commission meeting and I am taking this opportunity to make a request to be placed on the agenda.

Very truly yours,

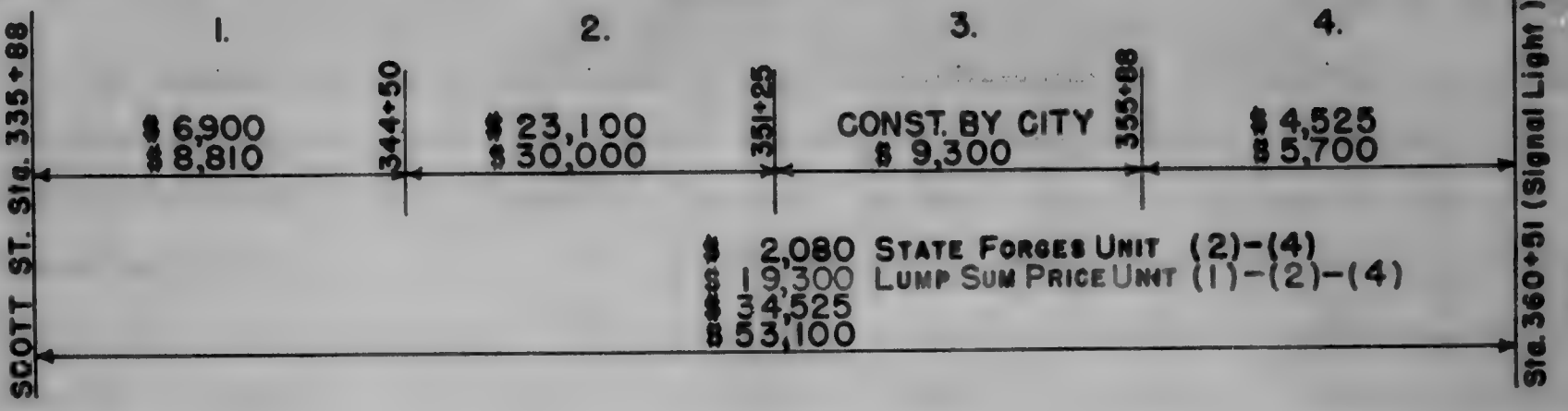
Jack Taber

City Manager

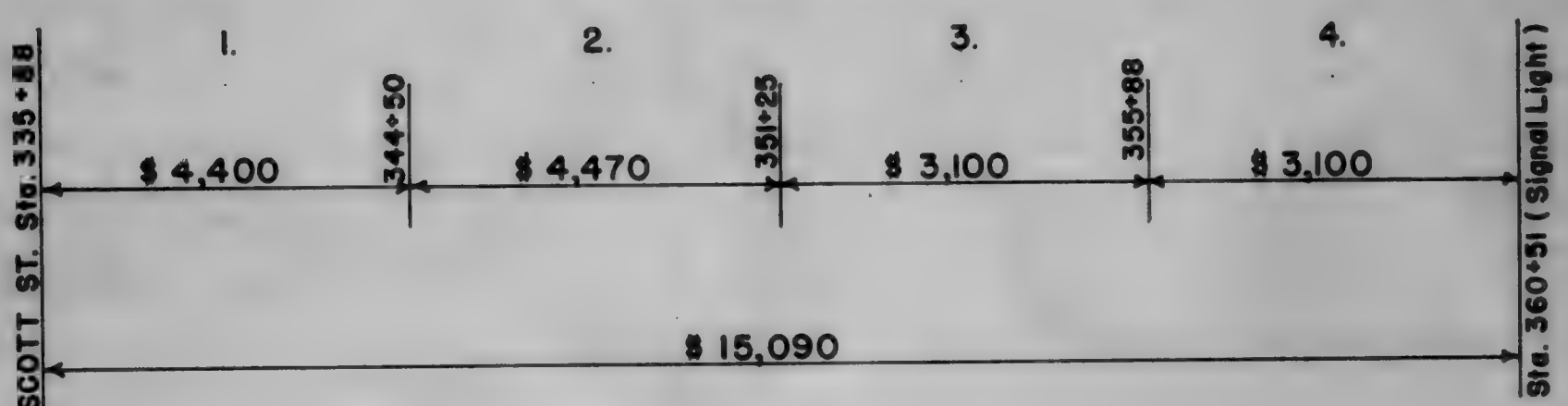
JUNE 1949

MILWAUKIE – OCHOCO ST. SERVICE ROAD

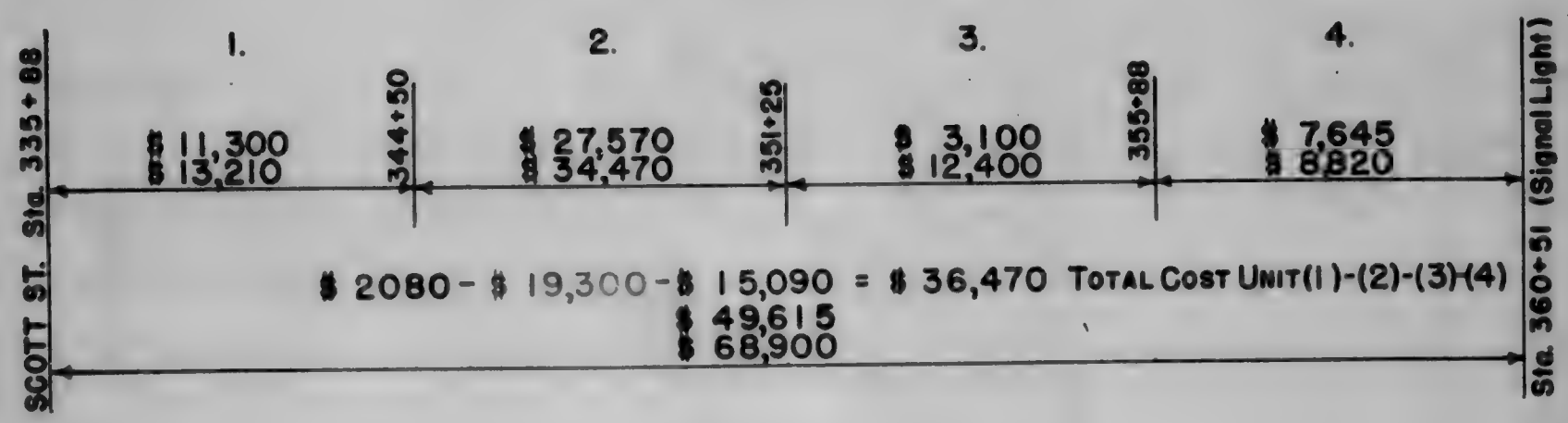
GRADING COSTS



PAVING COSTS



COMBINED COSTS



NOTE:

BROWN: STATE FORCES FOR PLACING CULVERTS UNIT (2)-(4)
GREEN: LUMP SUM PRICE BY CITY OF MILWAUKIE GRADING UNIT (1)-(2)-(4)
RED : CITY FURNISHING MATERIAL AND GRADING UNIT "3"
BLACK: ORIGINAL ESTIMATE FOR JOB.

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

1J

Ochoco St - Service Road

June 1949

Proposed City of Milwaukie Grade

SUMMARY OF GRADING COSTS Sta 335+88 to Sta 360+51 Scott St to Light

	Item		Unit	Unit Price	Quantity	Allowance	Total Quantity	Cost
1.	Clearing & Grubbing		all		all		all	707.00
2.	Excavation Single Class		C.Y.	0.75	51	5	56	42.00
3	Trench Excav, Unclassified		C.Y.	2.75	311	29	340	935.00
4.	Borrow in place		C.Y.	~~1.00~~ 75	40518	3982	44,500	33,375.00 ~~44,500.00~~
5.	Catch Inlets		each	60.00	2	1	3	180.00
6.	18" Conc Pipe		Lin ft	3.50	140	14	154	539.00
7.	30" Conc Pipe		"	6.50	84	8	92	598.00
8	36" Conc Pipe		"	8.50	140	14	154	1309.00
9.	Finishing Roadbed & Slopes		Mile	500.00	0.43	-	0.43	215.00
								~~44,025.00~~
							Engr & Cont. +10%	4785.00
					using 1' =	Borrow	Total	~~53,810.00~~
					using 0.75	"		41.700

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

18

...ca - Ochoco St Service Road

June 1949

Proposed City of Milwaukie Grade

SUMMARY OF GRADING COSTS STA 337+88 to Sta 344+50

(1)

Fixett Pipe

	Item		Unit	Unitprice	Quantity	Allowance	Total Quantity	Cost
1.	Clearing & Grubbing		all		all		all	207.00
2.	Excavation Single Class		C.Y.	0.75	37	4	41	30.75
3	Trench Excav, Unclassified		C.Y.	2.75	250	22	272	748.00
4.	Borrow in place		C.Y.	~~1.00~~ 75¢	6342	618	6960	~~6960.00~~ 5220.00
5.	Finishing Roadbed & Slope		Mile	500.00	0.1254	—	0.13	63.00
							6268.75	~~8008.75~~
						+10% Eng & Cont.	631.25	~~801.25~~
							Total #	~~8810.00~~
							6900.—	

OREGON STATE HIGHWAY COMMISSION

COMMINAR TABULATION SHEET — SHEET ..... OF ..... SHEETS

J

Oc -Oshoco St Service Rd

June 1949

Proposed City of Milwaukie Grade

SUMMARY OF GRADING COSTS Sta 344+50 TO STA 351+25 (2)

City Milwaukie

	Item		Unit	Unit Price	Quantity	Allowance	Total Quant	Cost
1.	Clearing & Grubbing		all		all		all	211.00
2.	Excavation Single Class		C.Y.	0.75	None	—	—	—
3.	Trench Excav, Unclassified		C.Y.	2.75	41	4	45	123.75
4.	Borrow in place		C.Y.	~~1.00~~ 75¢	22994	2276	25270	18952.50 25,270.00
5.	30" Conc Pipe		Lin Ft	6.50	42	4	46	299.00
6.	36" Conc "		" "	8.50	140	14	154	1309.00
7.	Catch Inlet		each	60.00	1	—	1	60.00
8.	Finishing Road Bed & Slopes		Mile	500.00	0.1278	—	0.13	64.00
							24,019.25	~~27,336.75~~
							2 080.75	
						+10%	Eng & Cont.	~~2663.25~~
							Total #	30,000.00
							13,100 c.y.	

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

18

...ia - Ochoco St

June 1949

Proposed City of Milwaukie Grade

SUMMARY OF GRADING COSTS STA 351+25 To STA 355+88 (3)

Tate Harvester Co.

	Item		Unit	Unit Price	Quantity	allowance	Total Quantity	Cost
1.	Clearing & Grubbing		all		all		all	144.50
2.	Excavation Simple Class		C.Y.	0.75	None	–	–	–
3.	Trench Excav, Unclassified		C.Y.	2.75	4	1	5	13.75
4.	Borrow in place		C.Y.	~~1.00~~ .75	7129	701	7830	~~7830.00~~
5.	30" Conc Pipe		Lin ft	6.50	42	4	46	299.00
6	Catch Inlets		each	60.00	1	1	2	120.00
7.	Finishing Roadbed & slopes		Mile	500.00	0.0877	–	0.09	44.00
								~~8451.25~~
						+10% Eng & Cont		~~845.75~~
							Total	~~9,300.00~~

This Grading has been Completed by City of Milwaukie

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

18

...e - Oswego St Service Rd

Proposed City of Milwaukie Grade June 1949

SUMMARY OF GRADING COSTS - STA 355+88 TO STA 360+51 U.S. Gov't. (4)

	Item		Unit	Unit Price	Quant	Allow	Total Quant	Cost
1.	Clearing & Grubbing		all		all		all	144.50
2.	Excavation Single Class		C.Y.	0.75	14	1	15	11.25
3.	Trench Excav, Unclassified		C.Y.	2.75	16	2	18	49.50
4.	Borrow in place		C.Y.	~~1.00~~ .75	4053	387	4440	3330.00 ~~4440.00~~
5.	18" Conc Pipe		Lin Ft	3.50	140	14	154	539.00
6.	Finishing Roadbed & Slopes		Mile	500.00	0.0877	—	0.09	44.00
							4118.25 ~~5218.00~~	
							4067.5	
							+10% Emy & Const	471.75
							Total	5700.00
							4525.00	

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

...kie - Athena St Service Rd

Proposed City of Milwaukie Roads

June 1949

SUMMARY OF PAVING COSTS - STA 335+88 to Sta 360+51

Total

	Item		Unit	Unit Price	Quantity	Allowance	Total Quantity	Cost
10.	3/4"-0" Rock Levelling Course	Shoulders	C.Y.	2.50	699	70	769	1922.50
11.	3"-0" Base Course		C.Y.	2.00	3754	375	4129	8258.00
12.	Sprinkling		M-Gal	2.50	25	-	25	62.50
13.	Preparation of Base		Mile	200.00	0.43	-	0.43	86.00
14.	Mineral Aggregate in place		C.Y.	4.00	375	35	410	1640.00
15.	Asphalt in place 121-200		Ton	40.00	21.5	2.5	24	960.00
16.	Cutback Asphalt in place		Ton	45.00	17.5	1.5	19	855.00
								13,784.00
							+10% Eng. & Cont.	1306.00
							Total #	15,090.00

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

Oak Grove - Oatfield 31, Service Rd

June 1949

Proposed City of Milwaukie Grade

SUMMARY OF PAVING COSTS STA 337+85 to Sta 344+50 Est. H. (1)

	Item		Unit	Unit price	Quantity	Allowance	Total Quant	Cost
6.	3/4"-0" Rock Levelling	Shoulders Course #	C.Y.	2.50	205	21	226	565.00
7.	3"-0" Rock Base Course		C.Y.	2.00	1099	110	1209	2418.00
8.	Sprinkling		M.Gal	2.50	7.3	—	7.3	18.25
9.	Preparation of Base		Mile	200.00	0.12	—	0.12	24.00
10.	Mineral Aggregate in place		C.Y.	4.00	109	10	119	476.00
11.	Asphalt in place	121-200	Ton	40.00	6.0	0.6	6.6	264.00
12.	Cutback Asphalt in place		Ton	45.00	4.8	0.4	5.2	234.00
								3999.25
						+10%	Eng & Cont	400.75
						Total	$	4,400.00

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

...ia - Anna St Seiwer Rd

Proposed City of Milwaukie Grade

June 1949

SUMMARY OF PAVING COSTS Sta 344+50 to Sta 351+25 (2)

City Milwaukie

	Item		Unit	Unit price	Quantity	Allowance	Total Quant	Cost
9.	3/4"-0" Rock Leveling	Shoulder Course &	C.Y.	2.50	209	21	230	575.00
10.	3"-0" Rock Base	Course	C.Y.	2.00	1120	112	1232	2464.00
11.	Sprinkling		M.Gal	2.50	7.5	-	7.5	18.75
12.	Preparation of Base		Mile	200.00	0.13	-	0.13	26.00
13.	Mineral Aggregate in place		C.Y.	4.00	110	11	121	484.00
14.	Asphalt in place 121-200		Ton	40.00	6.5	0.7	7.2	288.00
15.	Cutback Asphalt in place		Ton	45.00	5.3	0.5	5.8	261.00
								4116.75
							+10% Engg Cont.	353.25
							Total	$4,470.00

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

...kie - Ochoco St Service Rd

Proposed City of Milwaukie Grade June 1949

SUMMARY OF PAVING COSTS STA 351+25 TO STA 355+88 (3)

Tal. Harvester

	Item		Unit	Unit Price	Quantity	Allowance	Total Quantity	Cost
8.	3/4"-2" Rock Levelling Course	Shoulders	C.Y.	2.50	142.5	14	156.5	391.25
9.	3"-0" Rock Base Course		C.Y.	2.00	767.5	76.5	844.0	1688.00
10.	Sprinkling		M. Gal	2.50	5.1	—	5.1	12.75
11.	Preparation of Base		Mile	200.00	0.09	—	0.09	18.00
12.	Mineral Aggregate in place		C.Y.	4.00	78	7	85	340.00
13.	Asphalt in place	121-200	Ton	40.00	4.5	0.6	5.1	204.00
14.	Cutback Asphalt in place		Ton	45.00	3.7	0.3	4.0	180.00
							#	2834.00
							+10% Eng & Cont.	266.00
							Total #	3100.00

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

...chaca St SERVICE Road

...roposed City of Milwaukie Grade

June 1949

SUMMARY OF PAVING COSTS - STA 355+48 TO STA 360+51 U.S. Govt ℄ (4)

	Item		Unit	Unit Price	Quantity	Allow	Total Quant	Cost
7.	3/4"-0" Rock Leveling Course	Shoulder	C.Y.	2.50	142.5	14	156.5	391.25
8.	3"-0" Rock Base Course		C.Y.	2.00	767.5	76.5	844.0	1688.00
9.	Sprinkling		M.Gal	2.50	5.1	-	5.1	12.75
10.	Preparation of Base		Mile	200.00	0.09	-	0.09	18.00
11.	Mineral Aggregate in Place		C.Y.	4.00	78	7	85	340.00
12.	Asphalt in place	121-200	Ton	40.00	4.5	0.6	5.1	204.00
13.	Cutback Asphalt in place		Ton	45.00	3.7	0.3	4.0	180.00
								# 2834.00
						10%	Engg & Cont.	286.00
							Total	# 3120.00

File

Salem, Oregon
May 19, 1949

Mr. A. G. Skelton

A delegation from the City of Milwaukie appeared before the Commission at its last meeting, requesting improvement of a portion of the so-called Milwaukie-Cheese Street Service Road. The portion they now ask for is that section lying between the City of Milwaukie and the intersection of the road from the housing district to the Super Highway, where the existing traffic signals are in place.

The city asked cooperation from the state, in that the state would purchase the private right of way on the Milwaukie end of the project. They, in turn, offered to construct the roadbed and gave a rough estimate of the amount they would do as between 20,000 and 30,000 cubic yards. We are instructed by the Commission to get exact data and presentthem for further consideration. You will, therefore, determine, accurately, from the proper officials of Milwaukie, how much of an embankment they will construct and if they will sign an agreement to do such work in accordance with state specifications. You will then estimate the cost to complete the construction work on the project they request now.

I am sending a copy of this letter to Forrest Cooper, so that he may arrange to have an appraisal made of the cost of the right of way which the state is being asked to purchase. When Mr. Cooper assigns someone to this appraisal, it will be necessary that the appraiser contact your office and determine the exact property to be appraised, and limits thereof.

These matters should be taken care of in order to have them available in time for presentation to the Commission at its next meeting, which is June 27-28. We should have a complete report not later than June 17.

I return, under separate cover, the data submitted to this office by you, in the event you may need it in gathering the information requested above.

WCW:ms

W. C. Williams

cc Mr. H. G. Smith
Mr. Forrest Cooper

(D)

File

Salem, Oregon
May 19, 1949

Mr. A. G. Skelton

A delegation from the City of Milwaukie appeared before the Commission at its last meeting, requesting improvement of a portion of the so-called Milwaukie-Oshoco Street Service Road. The portion they now ask for is that section lying between the City of Milwaukie and the intersection of the road from the housing district to the Super Highway, where the existing traffic signals are in place.

The city asked cooperation from the state, in that the state would purchase the private right of way on the Milwaukie end of the project. They, in turn, offered to construct the roadbed and gave a rough estimate of the amount they would do as between 20,000 and 30,000 cubic yards. We are instructed by the Commission to get exact data and present them for further consideration. You will, therefore, determine, accurately, from the proper officials of Milwaukie, how much of an embankment they will construct and if they will sign an agreement to do such work in accordance with state specifications. You will then estimate the cost to complete the construction work on the project they request now.

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I return, under separate cover, the data submitted to this office by you, in the event you may need it in gathering the information requested above.

[redacted] W. C. Williams

cc Mr. H. G. Smith
Mr. Forrest Cooper

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 6, 1949

SUBJECT: Milwaukie-Ochoco St.
Service Road

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

L

Dear Sir:

At the time of our recent conference in your office with City Manager, Tabor, and others from the City of Milwaukie on the Milwaukie-Ochoco Street service road, you requested that we work up an estimate of cost based on present prices for this project, and also that we work up an estimate on the value of certain grading work that the City of Milwaukie proposes to do on this road in connection with their sale of an industrial site to the International Harvester Company.

I am forwarding herewith plan, profile, break down estimate sheets, and three summary sheets indicating costs. On the plan Mr. Broadwell has shown his overall estimate on the job, his estimate on the section from Scott Street to the traffic light at Kellogg Park, and a break down of this latter section into four units. The first, or south section, is from Scott Street to the north end of the Fixit property. The second section goes from the north end of the Fixit property, which is the south boundary of the property acquired by Milwaukie to Station 351+25, which is the south end of the parcel being sold to the International Harvester Co. The third section is from Station 351+25 to 355+88, and includes the north and south limits of the property being sold to the International Harvester Company, and also the north limit of the property acquired by Milwaukie from the Government. The fourth section from Station 355+88 to 360+51 is to the Kellogg Park connection to the Pacific Highway East, and lies within property that is still a part of the Kellogg Park Housing Project.

RECEIVED
MAY 9 - 1949
OREGON
STATE HIGHWAY COMMISSION

You will note that Broadwell has shown two estimates, one proposed by the City of Milwaukie grade and one our 1948 grade line. This 1948 grade line is the revision of our original grade line to bring the road above the 1948 flood. This grade line is just barely above the recent flood level. The City of Milwaukie sub-grade is generally to within 1-1/2 feet of pavement grade on the Pacific Highway East. The entire change in grade is within the section from Milwaukie to the traffic lights. You will note that an overall cost of the entire project to Ochoco Street is $85,750.00 on the Milwaukie grade, and $62,400 on the 1948 grade, and that the estimate on the section from the City of Milwaukie to the traffic

light on the Milwaukie grade is $68,900.00 against $45,200.00 for our 1948 grade line.

On the three summary sheets mentioned above, you will note that summary sheet No. 1 is identical with the summary on the plan. At the bottom of the page, Broadwell shows a difference of cost, based on the two grade lines for section 1, 2,3, and 4. On sheet 2, Broadwell has shown the excavation cost (borrow) for section 1,2,3, and 4, based on the proposed City of Milwaukie grade line, also the total amount of borrow for this entire section from Scott Street to the signal light. On section three, he has broken down these four sections again, but has included the cost of borrow, drainage and clearing, also based on the proposed City of Milwaukie grade line.

On the work sheets for the estimate, which is also enclosed, hw has summarized the entire job per units of work. I thought this might be of some help if you need additional information other than that discussed above. We would like to have these work sheets and provile returned, when you have completed your use with them.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
H. C. Broadwell

FOR FILING

Y

Tile

April 8, 1949

Mr. Charles P. Kearny
Disposition Office
Public Housing Administration
506 Second Avenue
Seattle 4, Washington

Dear Mr. Kearney:

The City of Milwaukie, Oregon has no objection to the sale, by The Public Housing Administration of a strip of land adjacent to the westerly property line of 99 E, through the Kellogg Park Housing Project, to the Oregon State Highway Commission.

Yours truly,

Signed
Mayor

Signed
City Manager

CC: Clackamas County Housing Authority
Oregon State Highway Commission

FI-248(15) Dodson-Bonneville Sec., 1951
Columbia River Hwy.
#3238 Folder # 3

RECEIVED
FOR FILING.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1953

SUBJECT: Water Line at Bonneville

To:

Mr. W. C. Williams
Assistant State Highway Engineer

NOTED
W. C. Williams

In connection with the building of the Columbia River Highway near Bonneville, we required the Union Pacific to lower their water line. The payment for their cost has been held up pending determination of their legal rights on this property. I am attaching hereto a copy of a letter from Mr. DeSouza ruling on the matter, and in line with this letter we have put the bill through for payment.

G. S. Paxson
Bridge Engineer

GSP:gm
Encl.

RECEIVED
JUN 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30 REV 8-51 62515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1953

SUBJECT: File 13609
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

To: Mr. G. S. Paxson
Bridge Engineer
OFFICE

C
O
P
Y

Dear Mr. Paxson:

Reference is made to your communication of April 30th with reference to payment to Union Pacific Railroad Company for the lowering of a water pipe extending under the revised location of the Columbia River Highway at Bonneville, the bill for which you state amounts to $2912.11.

On April 16, 1913, Oregon-Washington Railroad & Navigation Company conveyed to State of Oregon a tract containing 45.875 acres on which the old and new locations of the Columbia River Highway at Bonneville is situated. This deed contains a clause reading as follows:

> "....reserving however, to said O.W.R.R. & Nav. Co., its successors and assigns, the water pipe or main now located across and under the premises above described and the right to perpetually maintain the same, and reserving to said Co., its successors and assigns, the right in the future to lay and perpetually maintain an additional water main or pipe for a water supply for railroad and domestic purposes, provided, however, that such additional pipe or main or the work thereon, shall not in any way interfere with any of the ponds now on the property or that may hereafter be built or constructed; the rights so reserved as to said water pipes or mains to include the right of entry at any time for the purpose of construction and repairs."

A discussion with Mr. Paul Northrup, Assistant Roadmaster for Multnomah County disclosed that the road was established by the County in 1911 and constructed in 1913. Although the construction was not on the alignment originally established, this defect was remedied by legalization proceedings in 1917.

Sometime during 1913, the State Game Commission conveyed a right of way on the originally established location to Multnomah County, which instrument is recorded in Book 698 at page 320 of the Multnomah County Deed Records.

On April 20, 1945, Mr. Devers advised the Railroad Company that under the circumstances it would not be necessary to secure any permit for the placement of the pipe line. He apparently considered that the reservation in the deed to the State was sufficient to authorize such work without any further permit from the Highway Commission.

Apparently, in reliance upon Mr. Devers' letter, the Railroad Company started replacement of the pipe line and, on April 26, 1945, Mr. C. A. Peterson observed that the pavement was being cut. At that time he advised the foreman on the work that the pipe line was not low enough to fit in with the future highway construction. According to information given me by Mr. Baesinger, Union Pacific Railroad Company, any change at that time would have required considerable additional expense as a change in the location of the entire pipe line would have been necessitated. On May 4, 1945, Mr. F. T. Young sent a print to the Railroad Company showing the desired grade of the pipe line, but it would seem that by this time it was too late to make a change in view of the work which already had been done.

On October 18, 1949, the State Highway Commission secured a deed to the revised right of way and the title policy which we secured was made subject to the reservation contained in the original deed from Oregon-Washington Railroad & Navigation Company to the State of Oregon.

On September 11, 1950, a request was made to the Railroad Company to lower the pipe, which work necessitated a change in the location thereof and had resulted in the bill for $2912.11.

Summing it up, it appears that the reservation made by the Railroad Company in the original deed to the State or Oregon is, and at all times has been, superior to the deed now vested to the State through its State Highway Commission to the highway right of way. It also appears that if, at the time of the replacement of the pipe in 1945, the pipe line had been lowered to its final desired elevation the Railroad Company could well have called upon the State Highway Commission to pay any additional expense over and above the cost of the replacement of the pipe on and along its original location. I understand that none of the work done in 1945 was billed to the State Highway Commission.

Under the circumstances it is the recommendation of this office that the bill be audited as to the propriety of the several items and that if these be found to be correct the bill be paid. It may have been that if such an offer was made in 1945 the extra cost involved in lowering the pipe would have been less than the amount for which we are now billed, but

it is not apparent to me how such a segregation of cost can now be made.

The file which you sent is returned to you herewith.

Very truly yours,

/s/

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. File

cc: Mr. H. G. Smith
Mr. A. G. Skelton
Mr. W. C. Crews
General Files (With file)

RECEIVED
1953
FOR FILING
FORM E-20 2SM 9-51 52510

FI-248(15)

3238

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1953

SUBJECT: Dodson-Bonneville Section

To: Mr. C. W. Enfield
Chief Counsel
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Please note the attached letter from A. O. Skelton concerning costs of lowering a water line by the Union Pacific Railroad Company. In line with Mr. Skelton's letter, we refused payment on $2,912.11 in two billings by the railroad company, which represented their cost of lowering their water line to get it below the new grade of the Columbia River Highway. Mr. Baysinger of the Portland office of the Union Pacific has taken exception to our action and feels that the cost of lowering the water line, along with the cost of other revisions to their facilities to permit our construction of the Dodson-Bonneville Section, is a just charge against the job and should be paid by the State.

The files of the Secretary, the Permit Department and the Bridge Department concerning the matter are attached hereto. Will you please review these files and other agreements between the Union Pacific and the State (in the Secretary's office) and advise us as to whether or not the cost of lowering this line should be paid by the State.

Very truly yours,

C. S. Paxson
Bridge Engineer

CAG:aa
Attached

cc W. C. Williams
C. A. Gardner

RECEIVED
JAN 8 1953
FOR FILING

71 248 (15)
3237

Salem, Oregon
January 7, 1953

RR Agreement
#402

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Moffett Creek Slide

Attached are four conformed copies of an agreement with the Union Pacific Railroad Company containing mutual releases for both the railroad companies and the State for all damages resulting from the Mosier and Moffett Creek slides on the Columbia River Highway.

We have received in this office a fully executed copy of the above agreement and it is being filed as railroad agreement No. 402.

Yours very truly,

Secretary

rn
Attachs: 4

RECEIVED
JAN 7 1953
FOR FILING
FORM E-80 25M 1-52 56419

RAILROAD COMPANIES
FILE No. 902

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1953

SUBJECT:

To: Mr. H. B. Glaisyer,

Office.

Dear Mr. Glaisyer:

I enclose herewith the original fully executed copy of the agreement between the Oregon-Washington Railroad & Navigation Company, the Union Pacific Railroad Company and the State of Oregon, by and through its State Highway Commission, containing mutual releases for both the railroad companies and the State for all damages resulting from the Mosier and Moffett Creek slides on the Columbia River Highway.

This agreement was delivered to us by the railroad companies with the understanding that the delivery is conditioned upon receipt by the railroads within a reasonable time of the sum of $8,776.25, which the State owes to the railroads. This payment is now being processed by Mr. Maison.

Yours very truly,

C. W. Enfield

C. W. ENFIELD
Chief Counsel

CWE:PW

cc W. C. Williams
C. H. Maison

REFERRED TO
BY SECRETARY
to file

C
O
P
Y

UNION PACIFIC RAILROAD COMPANY

Roy F. Shields,
General Solicitor

Law Department

345-1-10
345-1-12

Frederick J. Betz,
Lawrence W. Hobbs,
General Attorneys For Oregon

727 Pittock Block
Portland 5, Oregon

December 31, 1952

Joseph G. Berkshire,
Assistant General Attorney

Mr. C. W. Enfield, Chief Counsel
Oregon Highway Commission
Salem, Oregon

Dear Mr. Enfield:

We enclose herewith State's counterpart of "Release Agreement" dated October 20, 1952, between the State, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, whereby they agree to compromise and settle their respective claims resulting from landslide occurring May 25, 1950, approximately 1.6 miles west of Bonneville, and occurring between approximately July 6, 1950 and May 3, 1951, near M.P. 74 about one-half mile east of Mosier.

We are delivering this instrument to you at this time, although we have not yet received from the State payment of $8,776.25 as recited in paragraph 4 on page 2. It will therefore be understood that this delivery is conditioned upon receipt of this payment within a reasonable time.

Very truly yours,

/s/ Roy F. Shields

FJB C
enc.

VED
1953
FOR FILING

October 23, 1952

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Gentlemen:

We are enclosing the original and a duplicate copy of an agreement between the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and the State of Oregon, by and through its State Highway Commission, disposing of Company and State claims arising out of slides on the Mosier-Moffitt Section of the Columbia River Highway. These copies have been executed by the State Highway Commission and are now ready for the signatures of the officials of the Railroad Companies.

Please return one fully executed copy of this agreement to this office for the Commission's files.

one copy sent to files 1-8-53

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH
Encs. 2

P.S. Three conformed copies of the above agreement are held in suspense pending receipt of executed copy.

RECEIVED
JAN 2 1953
FOR FILING

71-248(1-)
2238

December 30, 1952

NOTED
W. C. WILLIAMS

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. L. V. Peart

Gentlemen:

We are this date forwarding an estimate to our auditor for payment which will release the retained percentage held on your Bill No. 50845h and amounts due you on Bill No. 5766h9. Both bills cover cost of work by your company on the Dodson-Sommerville Section of the Columbia River Highway in Multnomah County.

Both bills have been corrected to delete all items of expense in connection with lowering a water supply line. Reasons for deleting this item are given in our letters of September 11, 1950 and November 30, 1951 to Mr. L. V. Althof of your Portland office.

See Gardner memo from Skelton to Althof + no reply made

Several of the items originally suspended from Bill No. 50845h have been reinstated. These are listed on a statement accompanying the estimate. Some of the credits listed in Bill No. 5766h9 have been deleted as they covered items previously suspended in Bill No. 50845h.

As we see it, this should clean up the billing for work on this project, except for the corrected bill you are to submit for work on the Dodson Overcrossing structure.

Very truly yours,

R. H. Baldock
State Highway Engineer

By Sgd. by H. H. L.

W. C. Williams
Assistant State Highway Engineer

CAG:aa

cc Mr. Ralph Bayzinger
C. A. Gardner

RECEIVED
AUG 21 1952
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

71-347 (15)
3238

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 15, 1952

Mr. Roy F. Shields, General Solicitor
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Dear Mr. Shields:

In response to your letter of July 30, 1952, and in accordance with our recent discussion when you visited this office, I enclose herewith the original and three carbon copies of a proposed form of mutual release agreement between the Oregon-Washington Railroad & Navigation Company, and its lessee, Union Pacific Railroad Company, and the State of Oregon, by and through its State Highway Commission, wherein the Railroads and the State release each other from all claims for damages resulting from the Moffett Creek and Mosier slides upon payment by the State of the sum of $8,776.25 to the Railroads, the payment of which sum will effect a fifty-fifty assumption of liability by the State and the Railroads with respect to both slides. Court Stabilization

I will appreciate your reviewing this form of agreement and if the same meets with your approval, have all of the copies executed by the proper officers of the Railroad Companies and return the same to this office for execution by the Highway Commission.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. H. Baldock
H. B. Glaisyer
C. H. Maisen

RECEIVED
FOR FILING

Commissioners
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

AGENDA

2-g

August 7, 1952

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Gentlemen:

You will recall that at the May meeting of the Highway Commission, the Engineer and Chief Counsel reported concerning a conference held with the local officials of Union Pacific Railroad Company concerning the claim of the Railroad against the State in the amount of $41,897.87, arising out of a slide which occurred on the Columbia River Highway at Moffett Creek in May of 1950, and concerning a claim made by the State against the Railroad in the sum of $24,345.40 arising out of a slide which occurred on the Columbia River Highway east of the Town of Mosier. At this meeting the Commission accepted the recommendation of the Engineer and Chief Counsel that a compromise settlement of both claims be effected on a fifty-fifty basis, with both the Railroad and the State to each assume payment of the sum of $33,121.64 as their share of the cost of repairing the damages resulting from these two slides.

The Railroad Company was advised of the Commission's action and the matter was referred to its main office in Omaha for final action on the part of the Railroad. I have been advised by Mr. Ray Shields, General Solicitor for the Railroad Company, that the Railroad is willing to accept this basis of settlement and we are now preparing a form of mutual release of these claims to be executed by the Railroad and the State, which form of release will be submitted to the Commission after it has been approved by the Railroad Company.

Yours very truly,

CWE:avh
cc - R. H. Baldock
W. C. Williams
H. B. Glaisyer

C. W. ENFIELD
Chief Counsel

C. C. R.

FORM 2552
7-49-100M

RECEIVED
NOV
FOR FILING

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

FJ-248(15)

41-248(15)

2238

2609

AUGUST 5, 1952

(File D 315-2-40)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Re: Dodson-Bonneville Section
Columbia River Highway

Attached in quadruplicate is Railroad Company's bill No. 576649 in the amount of $7,121.22, being the final billing on the above section of work.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

NOTED
W. C. WILLIAMS

A. McAllister,
Superintendent

encs.

RECEIVED
AUG 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

IGNMENT

No. 1 1/
By WCW

Date: August 7, 1952

Description: Letter of August 5 by A. McAllister, Superintendent of Union Pacific Railroad Company, attaching Bill Mark No. 576649 in amount of $7,121.22, final billing on Dodson-Bonneville Section of Columbia River Highway (in quadruplicate)

Acknowledged by _____ Referred to __Gardner ✓_____

Investigate and report with recommendation

xxx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____ signature

RCVED
W. C. WILLIAMS
PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _____ Report received _____

Remarks: Bill being processed for payment cag 11/21/52

MOFFITT CREEK SLIDE

CONTENTIONS AND FACTS MOST FAVORABLE TO RAILROAD:

1. The Railroad Company will contend that the slide area was stabilized and in a state of repose prior to the State's operation, which contention will be supported by the following:

   a. Mr. R. E. Anderson, Plant Manager, and J. F. Quirk, District Engineer for the Pacific Telephone & Telegraph Co., will testify that investigations made prior to the laying of the Company's coaxial cable in 1936 disclosed no instability and that there has been no evidence of instability since 1936, when the cable was laid, to the time of the Moffitt Creek Slide.

   b. Previous owners of the property in 1936, and others, having knowledge back to the year 1917, are available to testify to the fact that the slide area was apparently stabilized and not moving prior to the slide in May of 1950. The owners of this property, in order of their ownership as to time, are as follows:

      1. Mrs. Samuel P. Lockwood
      2. The YWCA of Portland
      3. Mr. Walter Beebe (Beebe's children available. He is deceased)
      4. Richard Adams
      5. Mr. Burger

Others having personal knowledge are:

1. Mr. Stanley Sporseen, or other Army Engineer occupants.
2. Mr. Sikora, Area Engineer for the Western Union Telegraph Company
3. Mrs. Gertrude Wegley

CONTENTIONS AND FACTS MOST FAVORABLE TO STATE:

1. As a general statement, the Columbia River Gorge, particularly in this general area, has long been known to be very unstable. The talus slope in the area between Cascade Locks and Corbett lie on very unstable Eagle Creek formation (also known as Warrendale formation), and many slides have been encountered in this area. This area is notoriously unstable, as noted in various geologic studies over a period of the last twenty-five years. The area in question at Moffitt Creek shows evidence of having slid in the past, and since this area is an old landslide, it is therefore less stable than even the surrounding areas. These facts may be proven by the following:

   a. As to the unstable characteristics of the Columbia River Gorge generally, and the area between Cascade Locks and Corbett in particular:

      (1) Published reports made by the following Geologists:

      Williams, I. A. (1916) The Columbia River Gorge, Ore. Bur. Mines, vol. 2.

      Chaney, R. W. (1918) Ecological significance of the Eagle Creek flora of the Columbia River gorge, Jour. Geol. vol. 26, pp. 577-592. (R. W. Chaney is presently Professor of Paleontology at Berkeley).

      Allen, J. E. (1932) Geology of the Columbia River Gorge, Univ. of Oregon Master's Thesis (unpublished). (J. E. Allen is currently Professor of Geology in some school on the East Coast).

      Hodge, E. T. (1938) Geology of the Lower Columbia River, Bull. Geol. Soc. Am. vol. 49, pp. 831-930.

Lowry, W. D. and Baldwin, E. M., Late Cenozoic Geology of the Lower Columbia River Valley, Oregon and Washington, Bull. Geol. Soc. Am. vol. 63, pp. 1-24. (W. D. Lowry is Professor of Geology at V.P.I. Baldwin is currently Professor of Geology at the University of Oregon).

Butler & Barnes, 1932, University of Oregon, Master's Thesis, Structure and Stratigraphy of the Columbia River Gorge and the Cascade Mountains in the vicinity of Mt. Hood, Oregon. (Butler is Chief Geologist of the Phillips Venezuelan Oil Company at Caracas).

(2) Possible evidence obtained by the Army Engineers in their preliminary studies for the Bonneville Dam.

(3) Evidence of the Runkel Slide, just west of Cascade Locks.

(4) Slides on the Old Columbia River Highway within the knowledge of the Highway Engineers.

b. As to the slide area in question at Moffitt Creek:

Testimony by Lewis Scott, Dr. Hodge, Baldwin and Staples that this is an old slide area, and therefore, is less stable than the surrounding unstable area, and that it also contains many features which tend to promote additional movement, such as:

(1) There is no drainage on the upper part of the old slide area. There are two deep draws or water channels in the bluffs behind the slide area. These show evidence of carrying considerable water during heavy rains. There are no stream beds or water channels leading from these draws across the slide area. It is evident that the water in these draws runs down onto the slide area and immediately soaks into the ground.

(2) Test pits in the slide area show a layer of very plastic volcanic clay sandwiched into the talus of this old slide mass. This is a very unstable condition as the clay has very little internal strength to resist movement.

(3) The water soaking into the slide mass passes through the loose upper part of the slide material down to this clay layer, and then runs down the clay layer toward the river, lubricating and softening it and promoting landslide condition.

(4) The upper part of this old slide area is benched, and in places is nearly level, which permits heavy quantities of snow to pile up on this area, and since it is at the base of the cliffs on the south side of the river, it is in the shadow and the snow remains for longer periods of time than is normal in other portions of the gorge. The heavy masses of snow retained there not only add weight, but also continually feed water into the slide mass.

c. The testimony of the several former owners and other persons as to the stability and repose of the slide area prior to the State's operation may be refuted or lessened in effect, as follows:

MRS. LOCKWOOD: Her daughter-in-law is the daughter of the ex-chief Counsel for the Union Pacific, Arthur C. Spencer. The son of Mr. Arthur Spencer, whose name is A. C. Spencer, was associated with the law firm of Maguire, Shields & Morrison at the time of the slide. The Lockwoods are intimate friends of the Spencer family and Roy Shields family. They are also intimate friends of the Murrays, the O'Briens and the Finches, officials of the Union Pacific Company. Her testimony will be based on her familiarity with the property by reason of spending some time there during the summer months at her summer home.

MR. RICHARD ADAMS: He advised Mr. Towle that it is his opinion that the slide probably resulted from the removal of standing timber and the promiscuous construction of logging roads by private owners prior to the State's acquisition of the property.

MR. BURGER: He is the Dispatcher for the Union Pacific Railroad at Bonneville. Burger had a half interest in the property, and owned it for only three months. He probably does not have too much knowledge of the property.

MR. SIKORA: He is Area Engineer for the Plant Section of the Western Union Telegraph Company of Portland, Oregon, and since Western Union is leasing from Union Pacific Company, Western Union will probably also seek to recover damages.

MRS. GERTRUDE WEGLEY: She can say that she was on the property almost every day during the time her husband logged the timber from the property. She saw evidence of prior movement and sliding, and her husband called her attention to evidence of a rock slide of some years past south of their access road, also that there were rocks and debris lying on a bench apparently as they had fallen from the face of the cliff.

MR. J. F. QUIRK: He could probably be forced to say that the Telephone Company has had considerable maintenance work on their overhead lines prior to the laying of their coaxial cable.

2. The Railroad Company will contend that shooting in connection with the highway construction was one of the causes of the slide. There was shooting, prior to the slide, at a point 1900 feet west of the slide area from Dec. 16 to approximately Dec. 31, 1949. The record also shows that there was shooting at Burger Hill, which is 900 feet west of the slide area, from Mar. 13 to approximately May 1, 1950, in connection with the removal of stumps. There was no shooting at the slide area itself.

2. Shooting. The shooting at Burger Hill and the hill west of Burger Hill probably had no effect at all in causing the slide. These shots were light, totalling only 225 pounds each of 40% gelatin powder, and the shooting occurred in the generally loose unconsolidated Eagle Creek formation, which would not readily transmit shock waves, but it would rather tend to dampen them. Transmission of shock waves from this small amount of explosive would not

3. Construction Activities. Started clearing slide area March 13th in the removal of whatever few trees were there. Removed stumps and brush by bulldozer. No shooting. Finished clearing March 30, 1950. Thereafter, commenced grading and excavation. The grading started about March 20, which grading work continued until about April 24. The grading work consisted of making a maximum cut on center line according to the plans of twenty-three feet, which would produce a maximum cut on the southerly edge of the construction of thirty feet. This work was done with bulldozers and carryalls. During construction, an extra ten-foot cut was made on the southerly side of the highway right of way in the area between Engineer's Center Line Stations 1626+73 and 1632+00 for the purpose of providing extra fill material for a section lying west of Moffitt Creek. By reason of this extra cut that was not provided for in the original plans, 5601 cubic yards of material was removed, which extra cutting produced maximum excavations in excess of that provided in the original plans, as follows:

	25 Ft. line-1:1 slope		35 Ft. line-1:1 slope	
Engineer's Station	Cut in Ft.	Ft. from C.L.	Cut in Ft.	Ft. from C.L.
1627+04	14.5	39.5	19.9	54.9
1628+04	34.3	59.3	40.0	75.0

be carried 900 feet through this Eagle Creek formation. A large shock might cause a slide to commence immediately, whereas a small shock would not be sufficient to start a slide of its own accord, but could affect the internal drainage channel by damming up the water, thereby creating a sufficient hydrostatic head to start the slide mass moving at a later time.

In Mr. Scott's opinion, the blasting in no way affected the internal drainage; that any vibrations reaching the area, if any, were too minor to cause any damage. Other sources of vibration in this area could possibly be furnished by the use and operation of heavy construction equipment during the excavation of this cut and by the passage of freight trains which cross the slide area. The Union Pacific runs a great number of these trains, each of which sets up a serious and continuous series of vibrations. It is this type of sustained vibration that is much more likely to cause failure than one sharp shock as resulting from an explosion.

3. Grading and excavation would not cause this slide. Our records show that at the time of the repair of the railroad at the slide area on March 16, the highway activities at the slide area had been limited to clearing. There had been no excavation at this time. This realignment, which indicates movement of the railroad track, coincides with two cracks in the old highway which appeared just above and in line with the railroad. The movement of the highway, as indicated by these cracks, and the movement of the railroad, as indicated by the realignment, indicates that the slide mass was in motion prior to excavation at the slide area. Therefore, any construction activities and grading or excavation of the highway portion of the slide area could be considered an aid or as a corrective measure in that it tended to unload or take weight from the mass already in motion, and not, as the Railroad claims, a cause of the slide, for the toe of the slope is below the Railroad grade, which is below the State's excavation.

Unofficial reports indicate that the section of railroad crossing the slide area had been realigned prior to the realignment on March 16. Mr. Peterson set hubs on the railroad right of way on March 17, and no movement was in-

1629+00	37.0	62.0	40.2	75.2
1630+00	35.3	60.3	40.0	75.0
1631+00	30.6	55.6	29.6	64.6
1631+45	23.7	48.7	25.9	60.9

The total amount of material excavated from the slide area was 23,292 cubic yards. The additional 5601 cubic yards of borrow material was taken out a day or two before the slide.

The Railroad will contend that by grading and excavating, we removed the internal support of the hillside, thereby rendering the hill unstable and that this instability eventually lead to the slide. Grading work at the slide area was completed April 24, and the slide occurred May 25, 1950. The Railroad may also contend that the operation by the contractor of heavy grading equipment during the period of excavating and grading in this area set up vibrations that contributed to the slide.

dicated until April 5. Thereafter, steady and increasing movement of these hubs was noticed until the slide occurred on May 25. We should be prepared to reject the contention by the Railroad that the movement of these hubs are evidence of the slide being commenced or accelerated by our excavation that was commenced about March 20, 1950.

RECEIVED
JUN 3 1952
FOR FILING

Cross Referenced To:
Draft
Stabilization

FI-342(F)
3-28

May 22, 1952

Oregon State Highway Commission

Gentlemen:

Some time ago you authorized the Engineer and Chief Counsel to confer with officials of the Union Pacific Railroad Company relative to the Railroad Company's claim against the State Highway Commission for $61,897.87, which the Railroad Company claimed as a result of a slide occurring at Moffett Creek in May, 1950. In discussing this matter you were advised that a slide had occurred on the highway just east of Baxter, which, in our opinion, was caused solely by action of the Railroad Company, and it was our intention to make a claim to the Railroad Company for the costs incurred by the State for watchman service and repair of the roadway, which involved an expenditure of $24,345.40.

On May 21 Mr. Williams and Mr. Mayfield conferred with Ray P. Shields, General Solicitor; Fred Seth, Attorney; and I. L. Hutton, Assistant to the General Manager; of the Union Pacific Railroad Company, and the results of the conference are as follows:

Railroad officials took the stand that the slide at Moffett Creek was caused by activities of the state contractor in making an excavation for the new highway. We advised that we did not concur in this assumption and that the slide was not a result of the State's operations. This matter might be rather difficult to prove in court, and it would not be possible to say at this time what the court's action might be, particularly if it went to jury trial.

The Railroad Company representatives did, off the record more or less, assume responsibility for the Baxter slide, but again claimed they would refute this in court if the matter went to trial.

The Railroad officials suggested a compromise, which they would recommend to their management, for fifty-fifty settlement of both slides. The cost of repairing damage of the two slides is $66,243.27, and on this basis each would pay $33,121.64. The Railroad officials appeared of the opinion that this matter should be compromised and cited past history in behalf of their contention.

The first matter brought up was derailment of a Union Pacific passenger train on February 2, 1936, which the Railroad Company claimed was caused by a state highway crew throwing ice and snow on the railroad tracks during a severe snow storm. This matter was argued back and forth for more than a year, but, finally, at a meeting on November 2, 1937 between Henry F. Cabell, then Chairman of the Highway Commission, and Mr. Finch, at that time General Superintendent of the Union Pacific Railroad Company, a fifty-fifty compromise was agreed on. The State agreed to pay one-half of the costs incurred by the train wreck and one-half the costs of any judgements that might be obtained against the Railroad Company as a result of two personal accident claims which had been filed. The Highway Commission, on February 26, 1938, made payment to the Railroad Company in the amount of $3,236.02 as its share of the cost. Now the Railroad Company states that at this conference it was agreed that the Railroad Company and the Highway Commission were both in the same gorge and each might cause trouble with the other, but that inasmuch as both facilities had to occupy the narrow gorge they should attempt to settle damages on a compromise basis.

In 1945 a major slide occurred near Multnomah Falls, resulting in total damage of some $148,000. This matter was subsequently compromised wherein each shared fifty per cent of the costs involved.

Likewise, in 1951 it became necessary for the State Highway Department to remove a large overhanging rock bluff near Biggs that was imperiling the Highway. The Railroad Company in this case cooperated and agreed to remove all materials that might be blasted onto the tracks and take care of their track facilities.

Based on the above facts and owing to the impossibility of determining the exact cause of the slides in controversy, I would recommend that a fifty-fifty settlement be made. Inasmuch as the Railroad Company's claim is considerably larger than the State's, this could well be to the State's benefit. The Chief Counsel concurs in my recommendation that, in the present controversy, each side assume fifty per cent of the costs incurred by each.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms lg

cc Mr. C. H. Maison

Form 130-b

Standard

Department No. 9763

Audit No. 293533

State of Oregon Highway Dept.

Omaha, Nebr., November 27, 193 7

Registered in November 1937

Address c/o Division Supt., Portland, Oregon.

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha, Nebr.

EXAMINED	FOR one-half expense incurred to date, as result of derailment of Union Pacific Train No. 21 at mile post 32½ near Oneonta, Oregon, February 21, 1936, resulting from ice and snow thrown on to track by action of crews of the Oregon State Highway Commission while removing snow from Columbia River Highway adjacent to and paralleling the line of the Railroad Company. Proportion being billed to the State in accordance with verbal agreement reached November 2, 1937, per detailed statement attached.			3 238 02

CREDIT TO

I hereby certify that the above account is correct.

Approved:

Approved for Registry and Collection: E. LANCASTER

Auditor of Disbursements

Correspondence regarding this bill should be addressed to Auditor of Miscellaneous Accounts.

RECEIVED
FOR FILING

REFERRED
TO W. C. Williams
FOR Your information
E. W. GRIFFIN

April 9, 1952

NOTE:
W. C. WILLIAMS

MEMORANDUM TO THE FILE:

Re: Union Pacific Railroad Company
Claim for Damages Resulting from
MOFFETT CREEK SLIDE.

I find that the track foreman in charge of the realignment of the Union Pacific tracks in the vicinity of Moffett Creek, which work was completed March 19, 1950, was a Mr. France Petruzzelli. Mr. Petruzzelli was track foreman for several years prior to 1951, at which time his job was turned over to a Mr. Sunstend. I talked with this man and he said that he had realigned the track shortly prior to the slide in the vicinity of Moffett Creek, and that the realignment was necessary due to damage done to the railroad tracks by blasting for the new highway. He said that this was not the first time that he had to realign the tracks, but that he did not remember how many times he had realigned it or the cause for the realignment. He stated that he did not remember anything with regard to the placing of extra fill material on the inwards side of the track, nor did he remember what they had done about the ditch which ran along parallel to the track next to the toe of the slope. All that he seemed to remember about it was that he had realigned it between the east line of Moffett Creek to a point about 500 feet west of Moffett Creek, and he said that all of the records were in the office at Portland and that I should get my information from that source.

Mr. Fred Ryan, Office Engineer for Mr. Carl Peterson at the Bonneville office of the Highway Department, talked to a man that he is personally acquainted with and makes his headquarters out of the depot at Bonneville, and found out from this party that at the time of the Moffett Creek Slide, this gentleman he talked to was one of the flagmen. However, he, likewise, did not have any remembrance of the details of this track realignment.

On my way up to The Dalles on Monday I took particular pains to notice where they were working on the railroad track, and wish to report that they were working at that time in each of the five following locations:

1½ miles east of Troutdale
1 mile east of Corbett
1 mile east of Multnomah Falls. At the mouth of Gorton Creek
and
At the mouth of Starvation creek.

On my return from The Dalles on Tuesday, I talked to a man who said that he was the foreman of the crew at Starvation Creek whose name was Anthony Ceriano. This was before I had found out that the name of the track foreman at Moffett Creek was Petruzzelli. I asked Mr. Ceriano if he had any

knowledge as to where or how often he had had to realign the Union Pacific tracks in that vicinity, and he started to answer me but then asked who I was connected with, and when I told him I worked for the Highway Department, he didn't remember anything -- said all of the records were in the Portland office.

In conversation with our Mr. Ryan at Bonneville, he told me that the day of the Moffett Creek Slide, the contractor had moved out the last of his heavy equipment. He further stated that an extra ten-foot cut had been made on the hillside of the highway right of way in the vicinity of the slide for the purpose of providing extra fill material for a section lying west of Moffett Creek. This extra ten-foot cut, he stated, had not been previously contemplated.

I spoke to Mr. Benedict in The Dalles office of the Highway Department, but he did not have any information to offer concerning any conversations with the railroad track foreman or anything else which might be of any particular benefit to us. He stated that all of the correspondence and contacts that he had had with the railroad company were through a Mr. Saling, who is roadmaster, and a Mr. Kidder, who is division engineer.

Frank I. Towle

FRANK I. TOWLE

FIT:em

RECEIVED
MAR 1952
FOR FILING
FORM E-BOX 3604 3-51 47180

71-244 (15)

3 2 3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 27th, 1952

SUBJECT:

To: Mr. Carl A. Peterson
P. O. Box 763
Bonneville, Oregon

Dear Sir:

Mr. F. B. Schanck, who is a Consulting Engineer in Portland with offices in the Title and Trust Building, telephone BR7074, has been retained by the Highway Commission to make a complete investigation of the Moffit Creek slide on the Dodson-Bonneville section in connection with a law suit the Union Pacific is bringing against the State Highway Commission. Mr. Williams has requested that we give Mr. Schanck every assistance we can in his investigation.

Mr. Schanck called me this morning, and stated that he plans on going to your office tomorrow morning, March 28th, and will be there at about 10:00 A.M. He would like to discuss details of this slide with you at that time, and would possibly want you to show him over the slide area. Will you arrange to meet Mr. Schanck at this time, and give him such assistance as you can.

Yours very truly,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams

RECEIVED
MAR 28 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

H-248 (15)
3-8

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 26, 1952

Mr. Roy F. Shields, General Solicitor
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

NOTED
State Highway Engineer

Attention: Mr. Frederick J. Betz
General Attorney

Dear Mr. Shields:

This will acknowledge receipt of your letter of March 24, 1952, regarding the claim of the Union Pacific Railroad Company against the Highway Commission for $51,965.61, of which claim $10,067.72 was for damages caused by blasting and other activities of the State's contractor, and wherein you further advise that the insurance company has denied liability for the slide claim of $41,897.89, but has agreed to settle with you for $10,165.30 the other claims for occurrences between December 5, 1949, and November 30, 1950, (including the additionals item of $97.58 mentioned in your letter of November 30th).

In confirmation of our telephone conversation, this is to advise that payment by the insurance company and the acceptance by the Railroad of the sum of $10,165.30 in payment of your claim for damages caused by blasting and other activities will not be used by the State as a defense to your claim against the State for the sum of $41,897.89 for damage resulting from a slide occurring May 25, 1950, in that the State has always considered your claim for the slide damage and your claim for blasting damage to be two separate claims.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:awh
cc - R. H. Baldock
Lewis Scott

RECEIVED
Jan 5 1953
FOR FILING
FORM S-30X 25M 8-49 34666

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 24, 1952

SUBJECT:

To: Mr. Carl A. Peterson
Resident Engineer
Box 763
Bonneville, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Peterson:

The Department has requested that I write you with respect to statements made to you by the foremen of the track laying crew of the Union Pacific Railroad Company. You will remember when I was in Bonneville, Tuesday, February 12, you mentioned to me that the foremen of the track laying crew had frequently made statements to you with respect to their having realigned the Union Pacific Railroad tracks at various points in the Columbia Gorge, and you wondered what you might be able to do to make these statements to you admissible as evidence in case there should be some claims filed against the Highway Commission.

I have just talked with Mr. Enfield and he has suggested that it might be well if you could read through your diary with the hope that you could refresh your memory as to when or where these track foremen have talked with you, with the hope in mind that if you have not recorded their names, you might be able to ascertain from the Railroad Company the names of the track foremen in charge of the realignment work at the location and on the day when the track foremen made these statements to you.

Mr. Enfield goes on to suggest that it might be very desirable in the future, if possible, to find out the names of the track foremen and make such notes in your diary as you feel are necessary in the event that the Department should wish to make use of such information in the event that claims are filed against us by the Railroad Company.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Frank I. Towle

FRANK I. TOWLE
Special Designer

FIT:jfw

cc: Mr. W. C. Williams

RECEIVED
APR 7 1952
FOR FILING
71-248(15)
3238

F. R. SCHANCK
CONSULTING ENGINEER
MEM. AM. SOC. CIVIL ENGRS.
TITLE AND TRUST BUILDING
PORTLAND, OREGON

March 21, 1952.

NOTED
W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Your letter of March 19, by Mr. W.C. Williams, has been received. The conditions and the terms which you set forth as to my employment by the Oregon State Highway Department in connection with studies and a report of the facts regarding the slide on the Columbia Highway in May 1951 are satisfactory. I shall also be prepared to give testimony in any court action which this matter may bring about. My fee for such time as I actually may be required to be in court will be at the rate of $100.00 per diem.

In assemblying data, both for my report and in preparation of possible attendance as witness, there are facts which I assume are in your Salem office. These are notes of survey crew as to movements of the earth before the slide; the exact location of the blast and the amount of explosive; profile and other matters of that sort. If it is convenient for you to have these available for me to inspect I shall go to Salem, probably next Tuesday or Wednesday and call at your office.

Very truly yours,

F.R. Schanck.

frs/r

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
71-248 (E)

March 20, 1952

Mr. F. R. Schanck
Consulting Engineer
Title & Trust Building
Portland, Oregon

Dear Mr. Schanck:

Confirming my verbal conversation with you of March 19, this letter is to confirm the State Highway Department's desire to utilize your services in making a field study and geological report as to the character of the geological formations along the Columbia Gorge, more particularly as to slide formations in the immediate vicinity of Moffett Creek, where a slide occurred in May of 1951.

We understand that for your field study and preparation of the report your fee will be $500.

Should the matter of the Moffett Creek slide become a court issue, we will desire to call you as a witness on behalf of the State Highway Commission.

We will appreciate your making your study and report as soon as convenient and will reimburse you promptly upon receipt of billing after the report is rendered.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCWrms

cc Mr. Frank I. Towle

Paid Mr Schanck
$ 500.00
Bill for
4-8-52
36-1001-202

FORM S-30 SSM 6-51 49713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 10, 1952

SUBJECT: MOFFETT CREEK SLIDE

To: Mr. W. C. Williams
First Assistant Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

In compliance with your request, I went to Portland on Friday afternoon for the purpose of ascertaining from Mr. F. R. Schanck, Consulting Engineer, whether he felt that his investigation in connection with the Oregon side of the Columbia River Gorge would enable him to testify as an expert witness should the claim by the Union Pacific Railroad Company against the Commission be taken to court.

Mr. Schanck has had considerable experience in connection with the geological formations on the Oregon shore, particularly in the vicinity of the Ruckles Slide and at the site of Bonneville Dam prior to and during its construction, and also within a short range both upstream and downstream from the axis of Bonneville Dam.

Mr. Schanck accompanied Colonel Robbins, District Engineer for the War Department Corps of Engineers, Dr. Edwin T. Hodge, Dr. Burkee, and Ira Williams on an investigation of the geological formations along the steep slopes of the Oregon side of the Columbia Gorge in the vicinity of Bonneville Dam prior to its construction. Dr. Burkee and Mr. Ira Williams, I am informed by Mr. Schanck, are two nationally-known geologists. This party of engineers and geologists was employed by the federal government to determine the feasibility of the construction of Bonneville Dam at the site which was then chosen, and their findings in this investigation were such to indicate that the hillside in the vicinity of Bonneville was of such a character as to be considered as a slide formation, and these engineers concurred in this belief and further stated that the character of the ground over which they had made a most thorough investigation was of the same geological formations and subject to the same slide conditions throughout that section of the Columbia Gorge.

Mr. Schanck stated that he had a copy of "Railroad Age," published in 1923, in which the author of the article (whose name Mr. Schanck does not remember or does not appear with the article) discussed at great

length the feasibility of the construction of the Union Pacific Railroad through the Columbia Gorge, expressing the belief that due to its slide characteristics the railroad company would find it virtually impossible to construct and maintain the alignment of a railroad through the Columbia Gorge, or, if they were to construct the same, that the maintenance costs and cost relating to changes in alignment would be prohibitive. This article was got out at about the time Mr. Sam Murray, engineer for the Union Pacific Railroad Company, had decided to attempt to stabilize the steep hillsides on the Oregon shore by the construction of tunnels for the purpose of carrying off the water. It was the construction of these tunnels by the Union Pacific, and a discussion of the same, which was in all probability the reason for the article reviewing all of the earlier recommendations with respect to the impracticability of the Union Pacific's constructing a railroad along the Oregon shore in the Columbia Gorge.

I am informed by Mr. Schanck that he is willing to appear as an expert witness, should this claim reach the courts, at a fee of $100.00 per day for the days during which his appearance is required in court. He states, however, that in order for him to testify intelligently, it would be necessary for him to go over the ground and to review the papers and articles which he has in his possession which deal with the matter. He says that his fee for this work would be—as he put it—at a little less than $100.00 per day.

Mr. Schanck has expressed it as his opinion that the Commission, rather than to employ him as an expert witness to testify in court, might be able to negotiate a settlement at what he terms a very nominal figure if he were to prepare for the Commission a report covering this subject, during the preparation of which he would go to the Union Pacific engineers and attempt to obtain from them the factual data which they have to support the claim they are making against the Commission. Mr. Schanck states that the cost to us for this report would be $500.00, and if it became impossible for the Commission to settle this matter with the railroad company and the matter would go on to court that his testimony would be based upon the report which he had made for us.

There does not seem to be much difference in the cost of these two propositions, and that while the report would cost us $500.00, two or three days' field investigation and examination of his papers and articles dealing with the subject plus one or two days in court would approximate the same cost as employing him to prepare a report for us.

At Mr. Schanck's request, I met him Saturday morning in his office, at which time he spent about two hours or better explaining at considerable length his connection with these various investigations, and although I took rather copious notes of his conversation, it is possible that I may have overlooked a statement or two which he may have made in connection with the subject.

Inasmuch as Mr. Schanck is going east about March 21—to be gone until April 7, or thereabouts—, it would be my suggestion that if you deem it desirable to employ Mr. Schanck for the purpose of making an engineering report on the Moffett Creek Slide that such arrangements be made prior to his departure. My reason for suggesting this is that while he is in the east he may be able to avail himself of the opportunity of contacting the editorial staff of the "Railroad Age" and ascertaining from them the name of the engineer who wrote the article in their publication, and perhaps some further information with respect to the circumstances which surrounded the publication of the article.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Frank I. Towle
FRANK I. TOWLE
Special Designer

FIT:am
cc: C. W. Enfield
cc: Legal file
In trip. to Williams

RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 20, 1952

71-242(-1)	(EST. NO.)	(CONTRACTOR)
(CONTRACT NO.) 3238		
3238	22-final	Peter Kiewit Sons' Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
4126	B-36435	$ 32,284.98 3/19/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1950

Time Extensions: Extended to July 31, 1951

Completion Date: July 26, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-21-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 24 1952
A. D. Wichlander

NOTED ON CARD
3-24-52

RECEIVED
MAR 1952
FOR FILING

I-24-5(15)

32-8K

March 12, 1952

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Attention: Mr. Arthur Ritchie, Geologist

Dear Sir:

Mr. Lewis E. Scott, Oregon State Highway Commission Geologist, is making an investigation of the landslides in the Columbia River Gorge as part of a state-wide slide-control project. He is studying the Columbia Gorge slides with respect to location, known dates of movement, size, causes where known and their effect on the highway or railroad, if any; and particularly, those affected by the Eagle Creek formation, i.e. Crown Point to Shell Rock Mountain.

In the evaluation of this information he wishes to have any data the Washington State Highway Commission has in regard to similar slides on the north side of the Columbia River Gorge. Any information on location, size, known dates of movement, causes and characteristics of slides, particularly those underlain by or within the Eagle Creek formation will be greatly appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

LES: lg

cc Mr. Lewis E. Scott

FORM E-30 20M 1-52 80419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1952

SUBJECT:

Dr. Lloud Staples

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
State Highway Department
O F F I C E

Dear Sir:

Enclosed is a letter from Dr. E. M. Baldwin, our Consulting Geologist, on the Moffett Creek slide, and a rough draft of a letter to the Washington Highway Commission requesting the information he desires.

I thought it best not to mention the railroad's suit or Dr. Baldwin in requesting information because the less the Union Pacific knows of our defense plans and data the better.

Respectfully submitted,

Lewis E. Scott

Lewis E. Scott
Geologist

LES:of

Encl.

C
O
P
Y

UNIVERSITY OF OREGON

College of Liberal Arts
Eugene, Oregon

Department of Geography and Geology

March 8, 1952

Mr. Lewis Scott
Geologist, State Highway Commission
Salem, Oregon

Dear Lew:

Am still working on our report. Inspirations seem to strike every once in a while and I hope we are able to make a good case. Let me know just how much of a hurry you are in and perhaps I can speed this up. Otherwise the way I am going I may not finish this till the end of the month.

One thing that I think will help our case is a factual resume of slides in Eagle Creek areas within the gorge. I think the defense has to harp on the idea that structures crossing Eagle Creek areas are in constant danger because of the inherent nature of the rock when hydrated irregardless of the works of man. Hodge in his 1938 paper on page 915 discusses this in general. Could you dig up records of slides that have dislocated the highway on the old Col. Riv. Highway that definitely are not coincidental with construction? The Ruckels slide has given the RR trouble and I think it is a case in point of movement of hydrated Eagle Creek. We will no doubt allude to it also. Could you also write to a highway Engineer, or Ritchie, or some one else in authority in the Washington State Commission who could tell of dislocations and slides on their highway (perhaps where the railroad isn't involved)? The area between North Bonneville and the Bridge of the Gods is in constant movement I am told and the sag ponds are numerous and trees lean etc. It wouldn't have to be too detailed and if too much trouble we could perhaps skip it. But you can see my point--we want to emphasize the fact that the Eagle Creek is a sliding formation--usually unstable whereever crossed and irregardless of the works of man. After all that is our biggest point. You see our evidence of movement prior to construction rests on the word of Peterson and Strohmeyer and although we will use that we need to strengthen our case. Thus a letter from someone in the highway commission giving dates of slides in any one area which will point to continuity even though intermittent of sliding will help.

Say has Bob Deacon scouted the elevation of the contact between the Eagle Creek and Tcr in the west face of Moffett Creek. An altimeter reading might be good enough. I think we should have it--or at least it would help. Let me know how things are going. If necessar I will pur in a few more evenings on this.

Sincerely,

/s/ Ewart

Ewart

RECEIVED
OCT 1 1952
FOR FILING

February 21st, 1952

FINAL COST ANALYSIS
Grade, Surface & Oil
Peter Kiewit Sons' Co., Contractors
Carl Peterson, Resident Engineer

NOTED
State Highway Engineer

Dodson-Bonneville Section
Contract #3238

Columbia River Highway
Prefix 26-1001-201(41)

71-248(15)
3238

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clear & Grub			$	$	$54,790.87	$37,500.00
Struct. Excavation	4,319.37	Cu. Yd.	3.96	5.80	17,084.69	25,222.00
General Exc., Loc. "A"	176,093.4	" "	0.63	0.66	110,494.13	116,221.64
" " " "B"	371,703.8	" "	1.00	1.06	372,625.84	394,006.03
Short Overhaul	1,920,452.7	Yd. Sta.	0.014	0.015	27,316.74	28,806.79
Long Overhaul	46,642	C-Yd. Sta.	0.57	0.60	26,537.65	27,985.20
Exc. & Place Topsoil	2,640	Cu. Yd.	1.61	1.70	4,259.91	4,488.00
Finish R/B & Slopes	5.18	Mile	705.67	565.00	3,655.38	2,926.70
Rounding Cutbanks	18,709.5	Lin. Ft.	0.085	0.15	1,590.46	2,806.43
8" Perf. Metal Drain Pipe	1,794	" "	1.57	2.00	2,824.01	3,588.00
18" Corr. Iron Pipe	1,938	" "	2.94	3.50	5,689.36	6,783.00
24" " " "	892	" "	4.26	5.25	3,796.21	4,683.00
36" " " "	46	" "	8.07	10.00	371.03	460.00
48" " " "	416	" "	11.06	13.90	4,600.19	5,782.90
84" " " "	118	" "	30.01	37.50	3,541.59	4,425.00
18" Ext. St. Corr. Iron Pipe	254	" "	3.11	4.10	788.68	1,041.40
24" " " " " "	142	" "	5.42	6.70	770.26	951.40
36" " " " " "	366	" "	10.03	12.10	3,672.17	4,428.60
60" " " " " "	112.5	" "	25.20	28.70	2,835.13	3,228.75
24" Ext. St. Concrete Pipe	892	" "	3.99	5.25	3,555.20	4,683.00
8" Sewer	612	" "	0.66	0.90	401.69	550.80
10" "	126	" "	0.77	1.05	97.20	132.30
12" "	51	" "	1.40	1.45	71.59	73.95
18" "	171	" "	2.41	2.85	412.73	487.35
Rock Backfill in Drains	370	Cu. Yd.	2.62	3.95	969.28	1,461.50

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Concrete Inlets	11	Each	$78.75	$80.00	$ 866.25	$ 880.00
Type "A" Manholes	2	"	367.50	375.00	735.00	750.00
Concrete Curbs	177.06	Cu. Yd.	78.75	80.00	13,943.48	14,164.80
" Walks	397.94	Sq. Yd.	4.73	5.00	1,880.27	1,989.70
Exp. Joints in Walks	139.75	Lin. Ft.	0.37	0.45	51.36	62.89
Concrete Sight Posts	120	Each	8.76	10.00	1,050.79	1,200.00
Recess for Traffic Markers	100%				94.50	95.00
3/4" Electrical Conduit	360	Lin. Ft.	0.68	0.85	245.73	306.00
1" " "	578	"	" 0.81	0.95	470.91	549.10
1¼" " "	288	"	" 1.14	1.05	328.68	302.40
Metal Junction Boxes	1	Each	42.62	50.00	42.62	50.00
Class "A" Concrete	759.4	Cu. Yd.	73.50	75.00	55,815.90	56,955.00
Metal Reinforcement	111,703	Lb.	0.12	0.12	13,488.14	13,404.36
Pipe Rail in Place	92	Lin. Ft.	11.55	12.00	1,062.60	1,104.00
93" Sec. Plate Arch Pipe	42	"	" 35.17	42.00	1,477.08	1,764.00
107" " " " "	42	"	" 46.63	57.00	1,958.68	2,394.00
3"-0 Rock in Base	69,364	Cu. Yd.	1.65	1.50	114,317.80	104,046.00
3/4"-0 Rock in Base & Shldrs.	21,635	"	" 1.92	1.70	41,472.44	36,779.50
Sprinkling	6,117	M/Gal.	1.11	2.50	6,811.36	15,292.50
3/4" Galv. Iron Pipe	1,280.3	Lin. Ft.	0.42	0.44	537.73	563.33
1" " " "	735.5	"	" 0.51	0.55	386.14	404.53
1¼" " " "	309	"	" 0.68	0.65	210.89	200.85
1½" " " "	371	"	" 0.73	0.75	272.70	278.25
2" " " "	203.2	"	" 1.10	1.20	224.03	243.84
2½" " " "	343.9	"	" 1.42	1.50	487.50	515.85
1½" Sectional Control Valves	5	Each	11.76	15.00	58.80	75.00
2" " " "	2	"	21.00	20.00	42.00	40.00

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
½" Drain Valves	16	Each	$10.50	$11.00	$ 168.00	$ 176.00
Sta. Sprinkler Heads	53	"	1.39	1.95	73.88	103.35
Pop-up Sprinkler Heads	7	"	14.17	15.00	99.22	105.00
Prep. Soil & Seeding to Lawn	0.62	Acre	1312.50	1250.00	813.75	775.00
Commercial Fertilizer	16	Cwt.	9.45	12.50	151.20	200.00
3/4"-0 Cr. Rock in Stockpile	532.2	Cu. Yd.	2.01	1.00	1,071.74	522.20
3/4"-½" Cr. Rock in Stockpile	1,123.4	" "	2.03	1.55	2,275.69	1,741.27
½"-¼" Cr. Rock in Stockpile	1,235.9	" "	2.03	1.55	2,507.87	1,915.65
¼"-0 Cr. Rock in Stockpile	3,239.2	" "	2.03	1.55	6,581.89	5,020.76
Haul Cr. Rock, Pile Measure	8,205.1	Yd. Mi.	0.15	0.12	1,230.47	984.61
Preparation of Base	5.18	Mile	354.93	200.00	1,838.53	1,036.00
Furn. & Place Aggregates	14,309	Cu. Yd.	2.74	3.00	39,234.66	42,927.00
Furn. & Place 121-150 Asphalt	890.99	Ton	33.40	33.50	29,763.18	29,848.17
Furn. & Place RC-3 in Binder	155.7	"	32.47	36.00	5,055.16	5,605.20
PA #1, 10" Concrete Pipe	24	Lin. Ft.	1.19	1.25	28.60	30.00
PA #1, 24" x 10" Concrete Pipe Tee	1	Each	14.60	30.00	14.60	30.00
PA #2, Selected R/B Topping	4,526	Cu. Yd.	1.41	1.50	5,994.20	6,789.00
PA #3, Remove Old Pavement	2,100	Sq. Yd.	0.08	0.25	172.91	525.00
PA #4, Hose Sillcocks	19	Each	7.04	6.50	133.22	123.50
PA #4, English Ivy	14,500	"	0.10	0.09	1,412.94	1,305.00
PA #4, Pfitzer Junipers	95	"	2.71	2.50	257.14	237.50
PA #4, Sawdust	26	Unit	21.65	20.00	563.01	520.00
PA #6, Cement Adjustment, Favor of State	- 21.22	Bbl.		3.60		- 76.39
PA #7, Allowance for Increased Labor Cost in 1951		All			893.67	893.67
PA #7, Allowance for Increased Cost of Bituminous Materials in 1951		All			990.86	990.86

Item	Quantity	Unit	Unit Cost Bid	Total Cost	Gross Revenue
PA #8, Extra for Emulsified Asphalt in 1950	64.35	Ton	$4.04 $4.04	$ 259.97	$ 259.97
PA #8, Extra for Emulsified Asphalt in 1951	114.32	"	4.86 4.86	555.60	555.60
PA #9, Reinburse Contractor for Extra Work in Landscaping		All		291.38	291.38
				6,558.93	7,337.38
Force Account				$1,020,078.14	$1,045,937.17

Gross Revenue	$1,045,937.17
Total Cost	1,020,078.14
Net Profit	$ 25,859.03

Net Profit Equals 2.4% of Gross Revenue

Dodson-Bonneville

Detail of Cost

Labor:

Supervision	$22,257.82
Labor	392,760.21
Labor Insurance	32,589.42
	$447,607.45

Materials:

8" Perf. Metal Drain Pipe	1,794	lin. ft.	at $1.15	$ 2,063.10
8" Drain Pipe Bands	79	each	" 1.74	137.46
18" Corr. Metal Pipe	1,938	lin. ft.	" 2.18	4,224.84
18" Corr. Metal Pipe Bands	68	each	" 3.30	224.40
24" Corr. Metal Pipe	892	lin. ft.	" 3.36	2,997.12
24" Corr. Metal Pipe Bands	31	each	" 4.10	127.10
36" Corr. Metal Pipe	46	lin. ft.	" 6.60	303.60
36" Corr. Metal Pipe Bands	2	each	" 6.62	13.24
48" Corr. Metal Pipe	416	lin. ft.	" 9.05	3,764.80
48" Corr. Metal Pipe Bands	15	each	" 8.80	132.00
84" Corr. Metal Pipe, Uncoated	118	lin. ft.	" 23.38	2,758.84
84" Corr. Metal Pipe Bands	5	each	" 34.72	173.60
18" Extra Strength Corr. Metal Pipe	254	lin. ft.	" 2.59	657.86
18" Extra Strength Corr. Metal Pipe Bands	10	each	" 3.77	37.70
24" Extra Strength Corr. Metal Pipe	142	lin. ft.	" 4.38	621.96
24" Extra Strength Corr. Metal Pipe Bands	6	each	" 4.68	28.08
36" Extra Strength Corr. Metal Pipe	366	lin. ft.	" 8.13	2,975.58
36" Extra Strength Corr. Metal Pipe Bands	18	each	" 8.16	146.88
60" Extra Strength Corr. Metal Pipe	112.5	lin. ft.	" 18.06	2,031.75
60" Extra Strength Corr. Metal Pipe Bands	6	each	" 31.21	187.26
24" Extra Strength Concrete Pipe	892	lin. ft.	" 3.09	2,753.15
8" Concrete Sewer Pipe	612	lin. ft.	" 0.35	214.20
10" " " "	126	" "	" 0.47	59.22
12" " " "	51	lin. ft.	" 0.68	34.68
18" " " "	171	" "	" 1.50	256.50
Concrete Sight Posts	120	each	" 5.40	648.00
3/4" Electrical Conduit	360	lin. ft.	" 0.43	154.80
1" " "	578	" "	" 0.53	306.34
1¼" " "	288	" "	" 0.80	230.40
Metal Junction Box	1	each	" 38.50	38.50
93" Sectional Plate Arch Pipe	42	lin. ft.	" 25.80	1,083.60
107" Sectional Plate Arch Pipe	42	" "	" 32.07	1,347.06

Materials (Cont'd):

10" Concrete Pipe	24 lin. ft.	at	$0.60	$14.40
24" x 10" Extra Strength Concrete Pipe Tee	1 each	"	8.75	8.75
121-150 Asphalt Including Freight	605.35 tons	"	24.85	15,043.13
RC-3 Asphalt Including Freight	155.70 "	"	21.59	3,362.19
200-300 Asphalt Including Freight	106.97 "	"	21.92	2,344.74
Emulsified Asphalt Including Freight	178.67 "	"	27.18	4,855.69
				$56,362.52

Equipment Rental & Misc.:

Equipment Rental	$294,903.94	
Rented Equipment	4,624.97	
Gas, Oil & Grease	35,452.76	
Small Tools & Misc.	9,180.36	
Freight & Cartage	15,956.76	
Bond	6,153.50	
Explosives	21,039.26	
P.L. & P.D. Insurance	2,324.20	
Home Office & General Overhead	31,729.70	
		421,365.45

Subcontracts:

(Lockyear & White, George Otten)	94,742.72
T o t a l C o s t	$1,020,078.14

Remarks:

This was a "Regular Federal Aid Project" calling for the grading, rocking, oiling and miscellaneous structures on 5.18 miles of highway roadbed of the Columbia River Highway between Dodson and Bonneville, Contract #3238.

The project was bid September 20th, 1949, and awarded October 24th, 1949. Work was started October 31st, 1949, and the project was completed July 26th, 1951. All work with the exception of the concrete work and landscaping was handled by the prime contractor, with Lockyear & White handling the concrete and George Otten handling the landscaping.

Clearing and grubbing was much tougher than anticipated by the contractor. From four to seven D-8 tractors with clearing dozers and logging drums and from twenty to thirty-five hand laborers were used. Due to the elapsed time between the bid letting and the awarding of the contract a full month of good clearing weather was lost and most of the clearing and burning was performed during wet weather. Due to the low bid price and the wet weather a large loss was shown on this item.

Grading on both "A" and "B" sections of the project was very rough. On Section "A" a large proportion of the material was alluvial dirt mixed with large boulders. Tractors and scrapers were tried for moving this material, but due to the large amount of boulders, this method was abandoned and a 1½ cubic yard shovel and heavy hauling equipment was used. There was also a considerable amount of solid encountered in this section which required drilling and shooting before loading. Section "B" was very rough especially the large cut at Tanner Creek. Difficulty was encountered in shooting this cut, as even a small shot of from 1,000 to 3,000 cubic yards blocked the traveled highway to traffic. Down time for equipment due to traffic ran as high as 60% and averaged 40% for the Tanner Creek cut and the McCord Creek cut.

Prime equipment used on contract included one 2½ cu. yd. shovel, one 1½ cu. yd. shovel, eleven D-8 tractors, two motor patrols, three 16 cu. yd. scrapers, two heavy duty rippers, four 13 cu. yd. Euclid trucks, six 8 cu. yd. Mack trucks, two 8 cu. yd. International trucks, two water wagons, one traxcavator, four wagon drills, one churn drill, one 500 compressor, one 500 compressor mounted on D-8 tractor, one 210 compressor and miscellaneous pickups, grease wagons, flatbeds, mechanics' trucks and small equipment.

The material encountered throughout most of Section "B" consisted of tightly cemented gravel and boulders too tight to shovel with a 2½ cu. yd. shovel, too tight to rip and yet presenting considerable difficulty in drilling and shooting, as the material was too soft to drill and had no fracture cracks for shooting.

Crushed rock items were produced from a talus slide deposit located 250 feet south of Station 1599, about one mile east of Warrendale. Talus materials were dozed with a D-8 tractor and dozer from the slide to the feeder and fed with a 3/4 cu. yd. shovel. A 24" x 36" jaw crusher was used ahead of a master Cedar Rapids portable crushing plant as a primary, with the portable plant acting as a secondary. Materials were carried across a small canyon by conveyor

Remarks (Cont'd).

belt to a steel bunker alongside the highway. From this bunker materials were hauled to stockpiles using Mack and Ford trucks as required. Some extra cost was sustained due to the manner of handling the crushed materials and the stockpiling and reloading from stockpiles. Crushed rock was bid at a very low price, and a loss was shown on all items with the exception of mineral aggregates.

All oiling on the portion of the work completed before the fall of 1950 was oiled during 1950 and the remainder the summer of 1951. Due to the fact that two complete moveins were required, the oiling items with the exception of mineral aggregates showed a loss. The contractor's regular outfit, consisting of retort, large storage tank, distributor eight 6 cu. yd. International trucks, Barber-Greene loader, two patrols and two 10-ton rollers, was used for the oiling operations.

Box culverts, the underpass at Bonneville and all miscellaneous concrete items were subcontracted to Lockyear & White, and the landscaping at Bonneville was subcontracted to George Otten.

This project had the best of supervision and good equipment well suited to the type of work encountered, but low bid prices, materials that were harder to handle than anticipated and extremely high costs of handling traffic allowed the contractor a very small profit. The contractor's books show a small loss, as they allowed $45,000.00 equipment rental for standby time during the winter of 1949-1950 which we did not allow.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Paulsen

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FOR FILING
FORM E-30X REV 8-60 34000

71-348 (15)

3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1952

NOTED
W. C. WILLIAMS

SUBJECT:
Moffett Creek Slide
Columbia River Highway

To:
Mr. C. W. Enfield
Chief Counsel
O f f i c e

Dear Mr. Enfield:

I hand you herewith two(2)copies of the report of my investigation into the history of that section of the Columbia Gorge in the vicinity of the Moffett Creek Slide of May 25, 1950.

If you and Mr. Williams feel that it is worthwhile I will try and get in touch with the surveyor referred to by Mrs. G. E. Wegley. I did not take a statement from Mr. Strohmeyer, predecessor to Mr. Carl Peterson, Resident Engineer at Bonneville. Mr. Strohmeyer is in the Salem Office and I felt that it might be better if Mr. Scott contacted him in this regard. I did not contact Mr. Sikora of the Western Union Telegraph Co. nor the City of Cascade Locks Municipal Power System though I shall be glad to do so if you feel that anything might be gained by doing so.

Very truly yours,

Frank I. Towle

FIT:es
CC: W. C. Williams
Dr. E. M. Baldwin
Lewis Scott
Enclosures: Three(3)

COPY

Salem, Oregon
February 18, 1952

Moffett Creek Slide
Columbia River Highway

Mr. C. W. Enfield
Chief Counsel
OFFICE

Dear Mr. Enfield:

In compliance with your request I went to Bonneville and Portland on Tuesday, February 12, for the purpose of interviewing the previous owners of the property whereon the Moffett Creek slide took place in May of 1950 and also for the purpose of interviewing some of the neighbors who have lived there for a considerable length of time and to contact the utility companies. The purpose of this trip, as you will remember, was to determine, if possible, whether within the memory of any of those people who now live or have lived in that vicinity they recall any evidence of earth movements in years gone by.

I contacted our resident engineer at Bonneville, Mr. Carl A. Peterson, and obtained from him a brief statement of what he knew regarding the matter, a copy of which is attached hereto. This statement by Mr. Peterson will speak for itself and there is very little to add except that he suggested I get in touch with Mr. Burger, who at one time owned this property, having purchased it with another man, named Patrick J. Barry, from Mr. Richard Adams. Mr. Peterson advised me that Mr. Burger was a dispatcher at the Union Pacific station at Bonneville and that he usually worked nights, but at the present time he thought he was working days; that he saw him go back and forth by the resident engineer's office.

In conversation with Mr. Peterson he suggested that we get in touch with Mr. Strohmeyer, who at the present is employed in our Salem office but who used to be District Maintenance Superintendent at Bonneville before Mr. Peterson went there.

I attempted to contact Mr. Burger, referred to above, but was unable to do so. Upon arriving at the station of the Union Pacific at Bonneville Mrs. Burger was acting as dispatcher and after a considerable delay in getting her attention she advised me that Mr. Burger was out of town. Upon further inquiry as to where he was or when he might be expected home she said that he was down south and finally made the

statement that he had gone to Florida and she did not know when he would be back. She made these statements to me, although Mr. Peterson, our resident engineer, had informed me less than fifteen minutes before that he saw him go back and forth past the office.

I contacted a Mr. Franklin Davis, with the Army Engineers, whom I have personally known for a good many years, and through his cooperation I obtained the names of various persons whom I should contact with the utilities. Mr. Davis suggested that while I was there I might want to contact Mr. Culbertson, an engineer with the U. S. Engineers at Bonneville, who might know something about this. I was unable, however, to contact Mr. Culbertson.

I contacted Mr. Stanley K. Sporseen, senior engineer with the Army Engineers and who for several years was a business partner of mine in Portland. From him I learned that he himself had rented this property from Mr. Richard Adams from the year 1936 to 1940, during which time he and several other engineers and their families lived there while working on construction of Bonneville Dam. Mr. Sporseen stated that he had never observed any earth movements, slides, or any evidence of his walls cracking or the doors in his house becoming out of plumb, or anything of that nature.

I then tried to contact Mr. Sikora, area engineer for the plant section of the Western Union Telegraph Company, in the Artisans Building, Portland. Mr. Sikora was in Seattle and not expected back until sometime February 18. However, inasmuch as the Western Union Telegraph Company is a tenant of the Union Pacific Railroad Company, who have filed this claim against us, I doubt if I would have gotten much information out of him.

I contacted the Portland General Electric Company and from them learned that their lines do not extend east beyon Crown Point and that up until the year 1936 the area between Crown Point and Cascade Locks, or thereabouts, did not have electric service. Following construction of Bonneville Dam the City of Cascade Locks, Oregon, municipal plant ran its lines down to Warrendale, giving service to these people. I did not have an opportunity to go back up the river to Cascade Locks to interview the municipal plant manager, but if you feel that it is desirable I will do so at some later date.

I contacted Mr. W. A. Barratt, who used to be chief clerk for the engineering department of the Union Pacific and who since January 1 has been retired, but Mr. Barratt said that there was no information he could give me on this subject other than the fact, as he put it, that "everyone in the world knows the Union Pacific is continuously realigning its track through the entire Columbia gorge."

I got in touch with a Mr. Richard Adams, of 2324 N. W. 24th Avenue, Portland. Mr. Adams purchased this property in 1930 from the YWCA, to whom it had been given by Mr. Walter Beebe. Mr. Adams sold the property on October 5, 1945, to Patrick Barry and Mr. Burger, the Union Pacific dispatcher. On January 22, 1946, Mr. Burger sold his interest to Mr. Barry and on May 18, 1946, Mr. Barry sold it to Mr. and Mrs. J. Gale Wegley. When Mr. Burger and Mr. Barry purchased the property they did so with the idea of building a restaurant on the place, and when Mr. Barry sold the property to Mr. Wegley it was Mr. Wegley's intention to log off all of the merchantable timber and then construct a motel on the property. Mr. Adams said that there had been no signs of a slide or settling while he was on the property but he expressed it as his opinion that the probable cause of the earth movements leading up to the May 25, 1950, slide was the removal of the standing timber and the promiscuous construction of access roads on this property by Mr. Wegley in the course of his logging operations.

I got in touch with Mr. F. R. Schanck, in the Title and Trust Building, Portland, and from Mr. Schanck I was able to learn that he had been employed by the McGowan fish interests, who had a wheel at Warrendale or vicinity and seining grounds at Bonneville and who were suing the Federal Government for damages to their fishing enterprise. Mr. Schanck stated that when he represented the McGowans in 1936 and 1937 he made a rather extensive study of the stability of the formations along the Oregon shore from Cascade Locks to below Bonneville Dam and had had access to the Union Pacific Company's data on all the slides in this territory. Without committing the department, I inquired from Mr. Schanck whether he would be available to testify in our behalf should this matter be taken to court; and if he was willing to testify, would he feel that he could be of any benefit to us. Mr. Schanck stated that he would be very happy to testify, but that before going into the matter any further he felt that he should take a little time and look through his file of the McGowan fishing industries to determine the scope of his 1936-1937 study of the Oregon shore.

I talked to Mrs. Samuel P. Lockwood, who used to own this property before it was sold to Walter Beebe and who presently owns some property adjoining the same on the other side of Moffett Creek. Mrs. Lockwood resides at 6637 S. E. 30th Avenue, Portland. She said that she does not recall any slide of any kind on the property since they acquired title in 1917. They used to own about 82 acres, the part lying west of the creek being sold to Mr. and Mrs. Redell, who in turn sold it to Mr. Walter Beebe. Mrs. Lockwood said that she and her husband built a cabin on this property in 1920. She further stated that about 25 years ago they collected some damages from the Union Pacific Railroad for harm done to their property, admittedly caused by the Union Pacific Company, but she does not recall the nature of the damage. She said that she thinks it may have been done during some railroad construction work or it may have been fire damage caused by the operation of their steam locomotive through their orchard land lying close to the river.

I contacted Mr. R. E. Anderson, general plant manager for the Pacific Telephone and Telegraph Company, with offices at 1300 N. E. Union Avenue. Mr. Anderson stated that they had no definite information as to any earth movements or slides in this approximate vicinity and that they had laid their phone lines in coaxial cable in 1936 and with the exception of the May 25, 1950, slide (at which time they lost a section of their cable) they had never experienced any trouble. Mr. Anderson called in a Mr. J. F. Quirk, district engineer, who was in charge of the work when the cable was laid, and Mr. Quirk stated that he is certain they must have made an investigation as to the possibility of slides in this vicinity prior to the laying of their coaxial cable. His reason for believing this is that their cable is not elestic and had there been any possibility of a slide at the time they laid the same in 1936 they would not have done so. He further explained that there were several places in the Columbia Gorge where they had taken the cable out of the ground and run it overhead because of the possibility of slides. From my conversation with Mr. Anderson and Mr. Quirk it is very obvious that the Union Pacific have contacted these men, and it is my personal opinion that should we have to pay a claim to the Union Pacific very shortly thereafter we will be paying one to the Pacific Telephone and Telegraph Company. Mr. Quirk did state that they have had considerable maintenance work on some of their overhead lines in years gone by, due to ice loadings, and he stated that it was possible that the maintenance which was presumed to be from ice loadings may have come from other causes.

I got in touch with Mrs. Gertrude E. Wegley, who runs the Lincolnshire Hotel and Tavern at 903 Pacific Avenue, Tacoma, Washington. Mr. Wegley was killed in an automobile accident in 1947 and Mrs. Wegley is the proprietor of the above-referred to hotel and tavern. I took from her a sworn statement concerning what she knows about this property and a copy of this sworn statement is hereto attached. There is nothing to add to the notes concerning my conversation with Mrs. Wegley other than that she does not know of the slide and I am sure has not been contacted by the railroad company. With regard to Mrs. Wegley's statement, I wish to call your attention to the fact that the notarial acknowledgment of her statement taken by myself, I realize, is not valid in the state of Washington, but inasmuch as this interview with Mrs. Wegley took place during the late hours of the evening and her working hours were such that I would have had to stay over until late the next afternoon before I could talk with her again, and perhaps in the meanwhile get in touch with a notary public for Washington, I felt that a notarial acknowledgment by myself was probably better than none, since if she did not realize that my notarial acknowledgment was invalid it might still serve its purpose in that it might cause her to be reluctant to change her statement later on in case we should want her to testify.

The other two Union Pacific Railroad engineers I anticipated getting in touch with, Mr. Meagher and Mr. Roberts, I learned from Mr. Schanck had passed away some years ago.

I would like to suggest that if we obtain a copy of the quadrangle sheet made by the U. S. Geological Survey back in 1883 or thereabouts, prior to the construction of the Union Pacific, and compare that topography with the topography of 1915 or thereabouts, when the Columbia River Highway was first completed (I may be wrong about these dates) and then compare the topography of 1915 with the topography of the same section of the Gorge as of 1950, it is barely possible that we might have something which would show how much movement there had been throughout the length of the Gorge and maybe something at this particular point.

It was suggested to me by Mrs. Wegley that I might obtain through Mr. Richard Adams of Portland the name of a surveyor who by now is up in his late seventies but who, she believes, is still alive, who made the original survey of this property and who, she says, is very familiar with it over a period of many years.

Yours very truly,

FRANK I. TOWLE

FIT:ca

cc W. C. Williams
Lewis Scott
Dr. E. M. Baldwin

February 12, 1932

Prior to the slide which occurred on May 25, 1930 on the Columbia River highway in the vicinity of Moffett Creek, between Highway Stations 1627 and 1628 there were two dry water courses, one on the easterly and one on the westerly side of the slide area but I have never observed any water in either of these courses.

There was no water ever observed running on the surface of the ground above the State Highway and none between the highway and the Union Pacific Railroad tracks. There was water, however, observed to be running into the river from the toe of the railroad fill into the Columbia River and for that matter there still is.

The only work performed by the State's contractor subsequent to March 15, 1930, the date that the railroad company had finished realigning their track opposite highway stations 1628 and 1630, was the clearing of the ground above the state highway. This work consisted of clearing, grubbing and burning.

Carl A. Peterson

State of Oregon)
County of Multnomah)

On this 12th day of February, 1932, before me, a Notary Public, the undersigned officer, personally appeared Carl A. Peterson, known to me to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same for the purposes therein contained.

In witness whereof I hereunto set my hand and official seal.

Frank I. Towle, Jr.
Notary Public for Oregon

NOTARY PUBLIC FOR OREGON
My Commission expires Apr. 1, 1932

Tacoma, Washington
February 14, 1952

During the summer of 1946 and part of 1947 my husband, Mr. J. Dale Wegley constructed an access road on our property at Moffett Creek up the hill and along the side of the hill almost parallel to the Columbia River Highway. The road took off the highway on the east end of the property about 100 feet west of Moffett Creek, went easterly to within about 50 feet of Moffett Creek and then turned abruptly and went west parallel to the main highway about 100 to 150 feet distant from the highway almost to the west boundary of the property where it terminated due to marshy ground conditions.

The road was used for getting the tractor in and out and for driving the truck in with light equipment and logs were also hauled along the road by the caterpillar. The road was well built in anticipation of using it in connection with our plans for a motel. All of the logging was done with an RD-8 caterpillar tractor with sort of an A-Frame to hold up the front end of the logs and skid them across the ground.

We also constructed a road between the garage and the creek down under the main highway at the bridge across Moffett Creek and to the river where we rafted our logs. This road was obliterated by the winter rains and the lower portion by the high water.

My husband and I observed evidence of a rock slide of some years past south from the access road and the rocks and debris were lying on a bench apparently as they had fallen from the face of the cliff.

We bought this property in May of 1946 and sold it in 1949. While we had the logging operation on the property/were on the land almost every day although we did not live there at any time.

There was a very high falls from the top of the cliff, it may have been several hundred feet high, on the Lockwood's property adjoining ours and the foot of the falls was about 1,200 feet distant from the highway.

I have been over all of the portions of our property above described many times and know from my own observations the conditions herein stated.

G E Wegley
G. E. Wegley

On this 14th day of February, 1952, before me, a Notary Public, the undersigned officer, personally appeared G. E. Wegley, known to me to be the person whose name is subscribed to the within instrument and acknowledged that she executed the same for the purposes therein contained.

In witness whereof I hereunto set my hand and official seal.

Frank I. Towle, Jr.
Notary Public for Oregon

NOTARY PUBLIC FOR OREGON
My Commission expires Apr. 1, 1953

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41-218
2-57

February 7, 1952

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10
Missouri

Gentlemen:

State Highway contract No. 3238 for work performed on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County was completed by the contractor, Peter Kiewit Sons' Co., on July 26 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $32,284.98 will be released to the contractor on or after February 18, 1952. The total contract amount is $1,045,937.17, of which amount $7,337.38 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Dawson & Peak, Inc.
609 Equitable Bldg.
Portland 4, Oregon

NOTED ON CARD
2-7-52

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COMMISSIONERS

BEN B. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

71-248(15)

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

January 7, 1952

File No. 15966
Dodson-Bonneville Section
Columbia River Highway

Mr. L.W. Althof
District Engineer
Union Pacific Railroad Co.
851 Pittock Block
Portland 5, Oregon

Dear Sir:

To complete the request contained in your letter of November 14, 1951, and in accordance with the phone conversation between Mr. Bassinger of your office and Earl Saling of this Department, I am enclosing two prints of our Dodson-Bonneville drawing 6B-14-11 to be used as Exhibit "A" of the Highway Commission's Abandonment Resolution of April 12, 1951. This drawing as submitted now shows in brown the portion to be abandoned by the Resolution of April 12th, while the latest agreement of November 15, 1949, is outlined in green or orange.

You will note we have added on this map a brown line opposite Highway Stations 1575 to 1582+, together with an additional brown line between Stations 1585 and 1590, Railroad Stations 1990 to 1994+80.

The print I forwarded you on December 10th should be destroyed, as it is not correct for the reason that it does not include the portion of the Dodson-Bonneville encroachment abandoned back to Highway Station 1575.

Very truly yours,

C. W. ENFIELD
Chief Counsel

EPS:mab
Encl.
cc: H. B. Glaisyer (copy of print)
cc: A.G. Skelton (copy of print)

Revised Copy of map to file room 1/18/52
Both Maps Filed with RR Agreement # 358

NOTED
H. B. GLAISYER

Mr Glasgow

Sealing brot in & delivered to the the
library a revised & corrected map. Libby
has the old one

NOTED
H. B. GLASSYER

FORM E-20X 20M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

December 21, 1951

SUBJECT: File No. 15966
Dodson-Bonneville Section
Columbia River Highway

To: Hollis W. Libby
Chief Locating Engineer
Construction Department
O F F I C E

Dear Sir:

On the afternoon of December 20th I contacted Mr. Bassinger of the Union Pacific Railroad Company in regard to the abandonment of the Dodson-Bonneville right of way under encroachment from the Union Pacific, which excess right of way was to be abandoned in accordance with the Resolution of the Highway Commission meeting of April 12, 1951.

The maps forwarded to Mr. Althoff on December 10, 1951, were in error in that we did not color in brown the old right of way within 50 feet of the center line of the railroad track at Highway Engineer's Station 1698 and 1690. The deed acquired from the railroad company under Highway file No. 7455, R/W 10979, only acquired property to within 50 feet of the center line of the railroad track from the railroad company. Consequently, the new right of way line will be 50 feet from the center-line of the railroad. Also, Mr. Bassinger called to my attention that our map did not go back to Station 1565 called for in said abandonment resolution. Mr. Bassinger has asked for two new prints carrying back to Station 1565 showing the abandonment of all of our right of way within 30 feet of the center line of the old pavement.

Please note that from Station 1590 back to Station 1585 the new encroachment does not take all the old Highway right of way included in the original 60 foot highway. Also, carrying this parallel line 30 feet from the center line of the old highway on back to Station 1565, there is another parcel omitted. Mr. Bassinger would like to have this parcel also shown on our abandonment map as Exhibit "A" of the Resolution. Will you please prepare us four new prints showing this abandonment.

The former parcel adjacent to 1720 within 30 feet of the center line of the old highway was discussed with Mr. Bassinger. He thought we ought to release this small strip as it was only an access road to the depot. However, he said he would not make an issue of it. If any issue was to be made, he would leave it to the higher authority. As far as he was concerned we could go ahead and forget about the abandonment of this narrow strip on the new map. Mr. Glaisyer's copy of this Exhibit "A" Railroad Agreement 358 is attached for revision.

Yours very truly,

FORREST COOPER
Right of Way Engineer
By
Earl F. Saling

EFS/mab
Attach:
cc: C. W. Enfield
cc: H. B. Glaisyer

RECEIVED
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FORM H-20 3SM 1-52 55410

71-248(5)

3238

COPY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 16th, 1951

SUBJECT: Union Pacific R.R. Bill on Dodson-Bonneville Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Edwin A. Pease

Dear Sir:

Under date of October 31st you forwarded bill No. 508454 from the Union Pacific Railroad Company and covering a portion of the railroad expenditures on the Dodson-Bonneville section. You requested that we check this bill and return it to your office for further handling.

I am returning this bill herewith, together with a copy of Carl Peterson's letter of November 8th in which he lists certain possible exceptions. These exceptions should probably be clarified with the railroad company before the bill is paid. You will note on page 4, the items questioned by Peterson are one for repairing the pole line on account of State Highway contractor blasting, and also an item on this page of State road construction repairing and stringing signal line wires account State contractor blasting signal wires out of temporary cable. The other items questioned by Peterson in part, is the item on page 11 of removing rock and repairing break. On page 12 work train service for wages of enginmen and trainmen ditching. On this same page TE #1070, cost of 7 cubic yards of gravel furnished by the Union Pacific placed on their tracks. We think this item might be the gravel ordered by our contractor to be placed on the tracks below the Tanner Creek cut as a protection and to facilitate removal of spoil that might fall. Also on this same page PR 710-1, repairs of engine water supply intake line, which apparently refers to the necessity of the Union Pacific Company lowering their water supply line under the old highway at Bonneville to properly clear our grade at this location. This item was acknowledged by the railroad company to be their own responsibility, and should not have been billed.

Yours very truly,

/s/ A. G. Skelton

A. G. SKELTON
Division Engineer

RECEIVED
NOV 21 1951
OFFICE OF
STATE HIGHWAY ENGINEER

AGS:w
Encl.
cc: C. A. Peterson

NOTE: To Accounting Division 11-19-51 (E. A. Pease)

ASSIGNMENT

No. 3015

...ber 30, 1951

By W. C. W.

...scription: Letter 10-29-51 from L. W. Althof, U. P. R. R. Co., enclosing, in quadruplicate, Bill No. 506454, dated Oct. 22, 1951, covering portion of railroad expenditures on Bodcaw-Bonneville Section.

Acknowledged by _____ Referred to ___ H. G. Smith ___

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

Assignment executed _____ Report received _____

Remarks: Have Skelton check and return for further handling.

Bill to Acct. Div. by Mr. Pease 11-19-51. Letter of 10-29-51 not returned to me.

W. C. WILLIAMS

C
O
P
Y

FORM E-30 25M 1-52 95419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 8, 1951
Bonneville, Oregon

SUBJECT: Union Pacific Railroad Bill # 505454

To: Mr. A. G. Skelton:
Division Engineer
Oregon State Highway Dept.
Portland, Oregon

Dear Sir:

In checking the Union Pacific Railroad Bill # 505454, I find the labor items allright, such as the inspector and what the section crews did in patroling, the work done by the Signal Crews and the Western Union.

The rentals and all the miscellaneous items, we ahve to assume correct.

There are a few items amounting to $2,280.86, that are questionable as to whether these are the insurance obligations or Peter Kiewit Sons Co., refering to Invoice pages 4, 11 and 12.

Invoice Page 4	$96.45
" " "	$660.41
Invoice Page 11 & 12	$644.82
" " 12	131.53
" " 12	636.96
" " 12	110.69
Total	$2,280.86

Very truly yours,

/s/ Carl A. Peterson

Carl A. Peterson
Resident Engineer

RECEIVED
DEC 17 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

FI 3498 (15)
3238

OREGON
STATE HIGHWAY DEPARTMENT

December 20, 1951

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mr. Roy P. Shields
Law Department
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

NOTED
W. C. WILLIAMS

Re: File No. 345-1-12

Dear Mr. Shields:

I have now had an opportunity to review our file regarding the claim of Union Pacific Railroad Company for damages occurring between December 5, 1949, and November 30, 1950, in the vicinity of the Dodson-Bonneville Section of the Columbia River Highway.

This is to advise that the Highway Commission denies all liability with respect to the railroad's claim of $41,897.89 for damages resulting from the slide occurring May 25, 1950. The Commission's denial of liability is based upon geological reports that show that the slide was not caused by the operations of the State's contractor.

The Commission does not deny the railroad's claim of $10,067.72 for damages caused by blasting and other activities of the State's contractor on the basis of the merits of the claim, but rather that such claims should be made against the State's contractor, Peter Kiewit Sons Co., and the contractor's insurance carrier, for the contractor and his insurance carrier would be ultimately liable for such claim even if the claim were pressed upon the State by reason of the State's contract with the railroad. If the railroad intends to press this latter claim of $10,067.72 against the State itself, we then wish an opportunity to check the various items making up this claim.

Very truly yours,

C. W. HEFFNER
Chief Counsel

CWH:am
cc: W. C. Williams
R. H. Baldock

RECEIVED
FOR FILING
FORM E-80 ASM 3-51 47196

71-2-48(1,5)
#323F

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1951

SUBJECT:

To:
Mr. W. C. Williams
First Assistant State Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith is a copy of a letter received yesterday and dated November 30, from Mr. Roy F. Shields, of the Union Pacific Railroad Company, with respect to the Railroad's claim of $51,965.61 for damages occuring between December 5, 1949 and November 30, 1950 on the Dodson-Bonneville Section of the Columbia River Highway.

Mr. Devers personally handled this matter and I do not have knowledge of all of the facts. However, I shall review your file and check the Commission's records, so as to determine the background and basis of denial of this claim as it appears therein and since our denial of liability is on the basis of geological studies, I will appreciate receiving any remarks you might wish to offer with respect to the matters set forth in Mr. Shields' letter.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE: jfw

Enc.

UNION PACIFIC RAILROAD COMPANY

Law Department

727 Pittock Block
Portland 5, Oregon

November 30, 1951

Mr. C. W. Enfield, Chief Counsel
Oregon Highway Commission
Salem, Oregon

Dear Sir:

The claim of Union Pacific Railroad Company for $51,965.61 for damage occurring between December 5, 1949 and November 30, 1950, caused by highway construction work in the Dodson-Bonneville Section of Columbia River Highway, was presented to the Highway Commission with our letter of June 18, 1951, acknowledged by the Commission's Secretary June 22. Mr. Devers' letter of September 21 indicated that Highway Engineer Baldock had recommended to the Commission "on the basis of the geological reports" that the claim be denied, and that the "Commission approved the Engineer's recommendation". We presume that the "geological reports" referred to the slide occurring May 25, 1950, for which $41,897.89 was claimed, and not to the damage caused by blasting and other activities, for which $10,067.72 was claimed. If so, the reason for denying the latter claims was not indicated by Mr. Devers' letter.

The company believes that all of the claims presented by it are well founded. The company has enployed consulting engineers to investigate the slide of May 25, 1950, and after careful investigation of all the facts, there entineers have reported that "the proximate cause of the slide was the operations of Peter Kiewit Sons Co., contractors for the State Highway Commission, in excavating the highway in the toe of the talus slope. No other rational conclusion can be drawn from the known facts."

The company intends to pursue its claims to the conclusion, but before taking further action we should like to know whether the decision reported in Mr. Devers' letter of September 21 is to be regarded as final. Please advise as soon as convenient.

In addition to the claims heretofore presented, there has come to our attention a further item of $97.58 for damage to company water pipe by contractor's bulldozer at Bonneville on September 6, 1950.

Very truly yours,

Roy F. Shield

RFS C

FORM E-128X 25M 6-51

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

September 21, 1951

C
O
P
Y

Mr. Roy F. Shields, General Solicitor
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Re: Claim of the railroad company
re construction, Dodson-Bonneville
Highway

Dear Mr. Shields:

I have your letter of the eighteenth, relative to the claim identified above, and upon reviewing our file I find that you are correct in your statement that no information was given you with respect to the claim.

By reference to our files I find that notice of your claim was filed on June 18, 1951, in the sum of $51,965.61. On June 22 you were advised by the Commission's Secretary that the claim would be brought to the attention of the Highway Commission for early consideration. I find that on July 6, 1951, the Highway Engineer reported this matter to the Commission and in his report he called attention to the fact that the physical and geological situation was investigated by the Commission's Geologist; and he also called attention to the fact that Dr. Hodge of the State College had made a report for the insurance company and that his report coincided with the report made by the Commission's Geologist. Mr. Baldock recommended to the Commission that on the basis of the geological reports the claim and all liability in connection with it be denied.

I do not find in my files that you were advised with respect to these matters and with respect to the fact that the Commission approved the Engineer's recommendation.

I am sorry that this matter was not given better attention.

Yours very truly,

J. M. DEVERS
Chief Counsel

JMD:ea

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

December 5, 1951

Re: File No. 345-1-12

Mr. Roy F. Shields
Law Department
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Dear Mr. Shields:

This will acknowledge receipt of your letter dated November 30, 1951, regarding the claim of the Union Pacific Railroad Company for $51,965.61 for damages occurring between December 5, 1949 and November 30, 1950 in the vicinity of the Dodson-Bonneville Section of the Columbia River Highway.

Mr. Devers personally handled this claim and I do not have knowledge of all of the facts. However, I shall review our file, check the commission's records and confer with the Engineering Department regarding this matter, after which I shall make further reply to your letter.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:jfw

cc: W. C. Williams

RECEIVED
SEP 1951
FOR FILING

FI-248(12)
3237

Salem, Oregon
September 13, 1951

Mr. H. G. Smith

I concur in your plan of adjusting the cost of the oil mat surface treatment on the Dodson-Bonneville Section at a total increased cost of $2,700.10. This matter, being in the nature of a claim, must have the approval of the State Highway Commission, as I am without authority to execute a price agreement on a matter of this kind.

Please take this matter up with the contractor, and, if he will accept payment as you recommend, I will take this matter up with the Highway Commission as soon as possible.

W. C. Williams

WCW:me

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

I hand you herewith claim of Peter Kiewit Sons' Company on the Dodson-Bonneville Section, Contract #3238, in the amount of $2,657.51 plus a $683.57 adjustment in price for the use of emulsified asphalt instead of 121-150 asphalt. Our policy is, of course, to pay for this last item, but not in the complicated manner which Kiewit has figured it. We would merely base it upon the actual amount used in the various years, as follows:

64.35 Ton at ($24.04 less $20.00) = $4.04 = $259.97
114.32 " " ($24.86 less $20.00) = $4.86 = 555.60

Total $815.57

The validity of the claim for the first three items amounts to the contention that under the contract we had no right to prevent them laying as much B-11 as possible during the 1950 season. The date of completion specified under the contract was October 31st, 1950, but on September 5th, when the contractor started laying his binder course, it was very definite that he would not complete his job until the summer of 1951. Therefore, when Mr. Baldock inspected the job on September 6th, 1950, he felt that inasmuch as Kiewit had to lay some of the oil during 1951, no attempt should be made to lay the B-11 during the 1950 season, but that we should put down a temporary O-9 to carry the traffic over the winter and wait until the summer of 1951 before laying the B-11.

The O-9 was completed on Friday, September 22nd, with the weather clear and warm the entire time. The summer of 1951 he placed an equivalent amount of B-11 in 11 days, the same time as he spent on the O-9. Therefore, his contention is that he could have placed the B-11 during 1950 during favorable weather and thus saved the amount claimed which resulted from the increased cost of oil and wages which he had to pay in 1951 over the going rates in 1950.

Mr. Baldock's orders were apparently based upon the theory that, since the contract could not be completed on time and we had to grant the contractor an extension of time, we would have the right to protect cutselves with respect to the oiling and specify the time in which the B-11 should be done. It would not seem very important to enforce our ideas, since Kiewit incurred actual expense by the deferring of the B-11 until 1951. Therefore, I would recommend that we allow the additional cost of the B-11, which amounts to $1,884.53.

I do not feel we should allow anything extra for the cost of laying the O-9, since contractors rarely, if ever, bid more for laying an O-9 than an O-11, and it was indirectly caused by the contractor overrunning his time limit.

In summation, the total I would recommend is as follows:

Item #1 -	Increased Cost of Placing Aggregates & Bituminous Material	$893.67
Item #2 -	Increased Cost of Bituminous Material	990.86
Item #4 -	Increased Cost of Emulsified Asphalt	815.57
	T o t a l	$2,700.10

Report from Mr. Clymer is attached.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30th, 1951

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

Regarding the claims of Peter Kiewit Sons' Company for additional compensation on the Dodson-Bonneville Section of the Columbia River Highway, Contract #3238, the claims should be modified as follows:

Item #1 - Increased cost of placing aggregates and bituminous materials from 1950 to 1951: Labor increased a flat $0.10 per hour, or about 5%, on January 1st, 1951. Other costs such as parts, equipment rentals and miscellaneous job costs increased even more than labor. The indirect job costs and margin of 19.11% requested on all items are in line with the indirect job costs and margins of a majority of the large contractors and is justified. The amount of $893.67 requested is allowed for increased costs.

Item #2 - Increased cost of materials: All grades of asphalt except emulsion increased $2.00 per ton November 1st, 1950. The materials purchased in 1951 were purchased at a price of $22.00 per ton, as the firm price of $20.00 quoted the contractor ended October 1st, 1950, which was the completion date of the contract. The amount of $990.86 requested by the contractors is the actual increase in costs plus indirect job costs and margin, and is justified.

Item #3 - Increased cost of placing materials in O-9 wearing surface: There should be no difference in the unit cost of placing aggregates or asphalt for an O-9 or a B-11 oiling project. The differential in costs as shown by the contractor could have been caused by weather conditions, types of labor, increased breakdown time or other factors. The amount of $773.18 is not justified.

Item #4 - Increased cost of emulsified asphalt: The contractors ask for an adjustment in costs for the use of emulsified asphalt in

place of 121-150 asphalt as specified. In their request they ask for 142.94 tons that could have been applied in 1950 and for 35.72 tons that would have been applied in 1951. From Mr. Peterson's office the records show that actually 64.35 tons were placed in 1950 and 114.32 tons in 1951, and that the cost per ton was $24.04 in 1950 and $24.86 in 1951. From the above records the amount requested should be as follows:

64.35 Tons at	($24.04 less $20.00)	= $4.04	=	$259.97
114.32 " "	($24.86 less $20.00)	= $4.86	=	555.60
		Total		$815.57

The contractors' bid price of $33.50 for 121-150 asphalt was based on $20.00 asphalt and the change to emulsified asphalt should reflect the change from 121-150 costs to emulsion costs.

S U M M A R Y

Item #1		$ 893.67
Item #2		990.86
Item #3		
Item #4		815.57
	Total	$2,700.10

Very truly yours,

E. H. Clymer
Cost Analyst

By

C. E. Paulsen

CEP:AR

RECEIVED
SEP 1 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
1951
FOR FILING

FI-248 (12)

3238

August 30,1951

Central Surety & Insurance Corp
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Peter Kiewit Sons' Co. on contract No. 3238, for work performed on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. This payment, in the amount of $62,968.83, will be made on or after September 10, 1951. The retained percentage is $31,350.07.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Peck, Inc.
409 Equitable Bldg.
Portland 4, Oregon

NOTED ON CARD
8-30-51 gl

RECEIVED
AUG 6 1951
FOR FILING

FI-248(15)
3238

July 31, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 26, 1951, on Contract No. 3238, Dodson-Bonneville Section, in connection with Federal Aid Project No. FI-248 (15).

Very truly yours,

H. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

FI-248 (15)
3238

Form E-1—4M—8-47

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 19 51

Section Dodson - Conneville
Highway Columbia River
Contractor Peter Kiewit Son's Co
Date of Contract Oct 24th, 19 49
Date work started Oct 31st, 19 49
Amount of contract . . . . . $ 923,672.00

Kind of work Structures, Grading & Paving
Section prefix 26-1001
Contract number 3238
Date of completion Oct 31st, 19 50
Estimated date of completion July 2nd, 19 51
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering . . . . . $ 1,046,072.00
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering cost to date $ 63775, 102 %
Date project was completed JULY 26, 19 51

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the job Thursday July 26th and will have his equipment moved by July 31st. Final reamds will be completed this coming week.

NOTED B. A. MARTIN

NOTED H. W. LIBBY

NOTED H. G. SMITH

RECEIVED
JUL 30 1951
OFFICE OF CONSTRUCTION ENGINEER

Signed Carl Matteucci
Address Conneville Box 763

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.21	5.21		5.21	
Miles partially completed					
Miles completed	5.21	5.21		5.21	
Total estimated quantities	51,676	9240			
Estimated quantities moved or placed to date	51,676	9240			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.....County, ...%; .....County, ...%; .....County, ...%; .....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels....., Power graders....., Rollers....., Mixers....., Crushing or screening plants.....

Compressors....., Bulldozers....., Sheep-foot rollers....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
FOR FILING

71-348(15)
#3236
Union Pacific RR Co.

Cross Referenced To:
Corr
Stabilization

July 6, 1951

Oregon State Highway Commission

Gentlemen:

I am attaching hereto a claim of the Union Pacific Railroad Company against the Oregon State Highway Commission for $51,965.61 for damage to the Company by reason of a slide at Moffett Creek, between Bridal and Bonneville, Columbia River Highway. Mr. Shields, Railroad Counsel, advises that the Union Pacific Railroad Company is presenting similar claims to the state highway contractor, Peter Kiewit Sons Company, and its insurer.

I am attaching hereto a copy of a report by Lewis Scott, Geologist. You will note from the report that there is positive evidence of slide movement before any materials were removed from the slide area to build the relocated highway roadbed, and it is Mr. Scott's opinion, in which I concur, that the movement was due primarily to the supersaturation of the slide by reason of the melting of a snowfall about eight feet in depth combined with very heavy rains. The lubrication of the clay slip plane about 60 feet under the ground, together with the added weight of tons of water, started the slide movement. The blockage of the drainage built up a hydrostatic pressure that caused the sudden and major movement of the mass of talus which swept away the railroad at the foot of the slide.

This was an ancient landslide which has been unstable for years. The material is only kept in place by friction, and the lubrication of the slip plane, plus the added weight of the water, was the trigger that set the slide in motion.

Dr. E. T. Hodge, Geologist, has been retained by the insurance company, and he has conferred with Lewis Scott, State Highway Geologist, and agrees with him in every detail.

I would suggest that we deny the claim and that we resist any payment in the courts, if necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
Encl.
cc Mr. W. C. Williams

RECEIVED
JUN 18 1951
FOR FILING

71-348(15)
#3238
Union Pacific

June 22, 1951

Mr. Roy F. Shields
General Solicitor
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Dear Mr. Shields:

This is to acknowledge receipt of a carbon copy of your letter of June 18, 1951 directed to the Hon. Earl T. Newbry, Secretary of State, and the Oregon State Highway Commission jointly, transmitting the claim of the Union Pacific Railroad Company against the State of Oregon and the State Highway Commission in the amount of $81,965.01, representing expense incurred by the company because of alleged blasting, rock and earth slides occurring between Dodson and Bonneville between December 5, 1940 and November 30, 1950, as a result of the relocation and reconstruction of the Columbia River Highway between these points.

I shall bring this claim to the attention of the State Highway Commission for its early consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Hbg:Le
cc: Secretary of State

R. H. Baldock
W. C. Williams

P.S. I hand you herewith the claim as submitted by Mr. Shields: HBG:

FORM 3530-A
5-50-10M

UNION PACIFIC RAILROAD COMPANY

ROY F. SHIELDS,
GENERAL SOLICITOR

FREDERICK J. BETZ,
LAWRENCE W. HOBBS,
GENERAL ATTORNEYS FOR OREGON

JOSEPH G. BERKSHIRE,
ASSISTANT GENERAL ATTORNEY

LAW DEPARTMENT

345-1-12

727 PITTOCK BLOCK
PORTLAND 5, OREGON

June 18, 1951

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are sending to each of you herewith the claim of Union Pacific Railroad Company against the State of Oregon and the State Highway Commission of Oregon for $51,965.61, based on the facts stated therein, and request that you acknowledge receipt and advise us action taken by you on this claim, at your convenience. We are presenting similar claims to the state highway contractor, Peter Kiewit Sons Company, and its insurer.

Very truly yours,

Roy F. Shields

enc.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUN 20 1951
OREGON
STATE HIGHWAY COMMISSION

FORM 2530-A
9-50-10M

UNION PACIFIC RAILROAD COMPANY

ROY F. SHIELDS,
GENERAL SOLICITOR

FREDERICK J. BETZ,
LAWRENCE W. HOBBS,
GENERAL ATTORNEYS FOR OREGON

JOSEPH G. BERKSHIRE,
ASSISTANT GENERAL ATTORNEY

LAW DEPARTMENT

345-1-12

727 PITTOCK BLOCK
PORTLAND 5, OREGON

June 18, 1951

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are sending to each of you herewith the claim of Union Pacific Railroad Company against the State of Oregon and the State Highway Commission of Oregon for $51,965.61, based on the facts stated therein, and request that you acknowledge receipt and advise us action taken by you on this claim, at your convenience. We are presenting similar claims to the state highway contractor, Peter Kiewit Sons Company, and its insurer.

Very truly yours,

Roy F. Shields

enc.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUN 20 1951
OREGON
STATE HIGHWAY COMMISSION

C
O
P
Y

Portland, Oregon June 18, 1951

State of Oregon and
State Highway Commission of Oregon

to Union Pacific Railroad Company, Dr.

For expense incurred by Union Pacific Railroad Company because of damage occurring between Bonneville and Dodson, Oregon, between December 5, 1949 and November 30, 1950, inclusive, because of construction by Oregon State Highway Commission and its contractor, Peter Kiewit Sons Company, of relocated Columbia River Highway between said points and grading, excavation, blasting and other work incidental thereto.

Said relocated Columbia River Highway is located between Dodson and Bonneville, Oregon, either upon or in close proximity to the right of way of the main line of Union Pacific Railroad Company.

During the construction of said section of highway, the State and its said contractor performed excavation, grading, construction and other work by various methods and means, including blasting; and in so doing removed earth, rock and other material from steep mountain slopes in close proximity to said Union Pacific main line, thereby disturbing the natural repose of said slopes and drainage thereof and causing earth, rock and other material and debris to slide, fall and descend upon and against the property and facilities operated and used by said Union Pacific, thereby destroying and damaging said facilities, interrupting the use thereof and compelling said Union Pacific to detour its trains over tracks of other railroad companies, all at great cost and expense.

At the times herein mentioned there was in effect between the State of Oregon, acting by and through its State Highway Commission, and Union Pacific Railroad Company, a written contract dated November 15, 1949, providing, among other things, for the protection of Union Pacific's tracks and facilities from damage or interference caused by work of said Highway Commission and its contractors in the construction of said relocated highway and work incidental thereto, and for the indemnification of said railroad company and its lessor by the State of Oregon, acting by and through its State Highway Commission, for any and all damage caused by the State or its contractors.

As a direct consequence of the foregoing, Union Pacific Railroad Company has incurred expenses for which it claims reimbursement from the State of Oregon and the State Highway Commission of Oregon. Details of said expense are shown in the itemized statements and in the restatement and summary hereto attached.

Portland, Oregon June 18, 1951

State of Oregon and
State Highway Commission of Oregon

to Union Pacific Railroad Company, Dr.

For expense incurred by Union Pacific Railroad Company because of damage occurring between Bonneville and Dodson, Oregon, between December 5, 1949 and November 30, 1950, inclusive, because of construction by Oregon State Highway Commission and its contractor, Peter Kiewit Sons Company, of relocated Columbia River Highway between said points and grading, excavation, blasting and other work incidental thereto.

Said relocated Columbia River Highway is located between Dodson and Bonneville, Oregon, either upon or in close proximity to the right of way of the main line of Union Pacific Railroad Company.

During the construction of said section of highway, the State and its said contractor performed excavation, grading, construction and other work by various methods and means, including blasting; and in so doing removed earth, rock and other material from steep mountain slopes in close proximity to said Union Pacific main line, thereby disturbing the natural repose of said slopes and drainage thereof and causing earth, rock and other material and debris to slide, fall and descend upon and against the property and facilities operated and used by said Union Pacific, thereby destroying and damaging said facilities, interrupting the use thereof and compelling said Union Pacific to detour its trains over tracks of other railroad companies, all at great cost and expense.

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As a direct consequence of the foregoing, Union Pacific Railroad Company has incurred expenses for which it claims reimbursement from the State of Oregon and the State Highway Commission of Oregon. Details of said expense are shown in the itemized statements and in the restatement and summary hereto attached.

9-50-100M

Form 130 A

Oregon State Highway Department,
Peter Kiewit Sons Co. - Contractors,
Portland, Oregon.

BILL NO. 44322

MONTH'S ACCOUNT April 1950

JF DEPT. NO. 2000

DATE MADE MAY 8 1950

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

		FOR cost of repairs to our signal line and appurtenances between Salem and Sommerville, Oregon, resulting from blasting operations by Oregon State Highway Dept. Contractors, Peter Kiewit Sons Co., December 5, 1949.				
		Expense per detail attached			1165	85

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Expense incurred repairing and renewing Signal Apparatus between Dodson and Bonneville, Oregon, damaged by blasting operations of Oregon State Highway Department's Contractors, Peter Kiewit Sons Company, December 5, 1949.

December 5-6, 1949
Labor Pay Roll 718
Signal Gang 787
Dodson & Bonneville - repairing and renewing signal apparatus account blasting operations knocking high transmission line ingo signal line.

16 hrs.	@ 1.[illegible] hr.	[illegible].87		
65 "	@ 1.738 "	112.97		
30 "	@ 2.607 "	52.15		
13 "	@ 1.498 "	19.47		
4 "	@ 2.267 "	8.99		
34 "	@ 1.45 "	49.30		
8 "	@ 2.17[illegible] "	17.40		
21 "	@ 1.[illegible] "	29.97		
4 "	@ 2.139 "	8.56	$323.66	

Signal Maintainer Engstrom - repair pole line and signal apparatus account blasting.

16 hrs.	@ 1.738 hr.	27.81		
4 "	@ 2.607 "	10.43	38.24	$361.90
Plus 3% Vacations				10.86
Plus 6% on $372.76 for Railroad Retirement & Unemployment Insurance Tax		22.37		
Plus 10% on $361.90 for Supervision		36.19		431.32

Material Applied

2 Transformers 3/4 KVA-2300 Vts. to 120 V @ 46.75 ea.	93.50		
5 Relays ANL 40 @ 50.55 ea.	252.75		
2 Trask Transformers - 2300 V to 120 V @ 25.25 ea.	50.50		
2 Trask Rectifiers TR-3 @ 61.25 ea.	122.50		
2 Resistors 8 OHM @ 1.70 ea.	3.40		
2 " 5 " @ 1.55 ea.	3.10		
4 Cut-Out Plugs 30A-2500V @ 3.30 ea.	13.20		
9 Lightning Arrestors 2300V @ 7.85 ea.	70.65	609.60	
Plus 15% for handling transportation, etc.		91.44	701.04

Material Released

150 lbs. Scrap Iron @ 1.40 cwt.	2.10		
10 " " Copper @ .10 lb.	1.00	3.10 Cr.	
Plus 15% for Handling		.47	2.63 Cr.

[illegible] DEPT.

Rental for outfit cars used by
Signal Gang 787

UP 01282 Roadway Boarding Car- 31 days @ 1.00 day		$31.00	
UP 02461 Roadway Boarding Car- 31 " @ 1.00 day		31.00	
UP 09929 Roadway Boarding Car- 31 " @ 1.00 day		31.00	
UP 010207 Roadway Boarding Car-31 " @ 1.00 day		31.00	
UP 07521 Roadway Boarding Car- 31 " @ 1.00 day		31.00	
UP 0479 Roadway Water Car - 31 " @ 1.00 day		31.00	
UP 72175 Revenue Box Car - 31 " @ 1.50 day		46.50	
UP 72413 Revenue Box Car - 31 " @ 1.50 day		46.50	
UP 78717 Revenue Box Car - 31 " @ 1.50 day		46.50	
UP 301354 Revenue Box Car - 31 " @ 1.50 day		46.50	
WPR 93291 Revenue Box Car - 31 " @ 1.50 day		46.50	$418.50

Total hours worked by gang
December 1949 - 2142 hrs.
Total hours worked by gang this
work. 185 hrs.
185/2142 = 8.63% of $418.50 $ 36.12

Total Expense $1 165.85

9-50-100M

Form 130 A

Peter Kiewit Sons Company,
c/o Employers Mutuals of Wausau,
Spaulding Building,
Portland 4, Oregon.

Att: Mr. R. E. Stearns - Adjuster

BILL NO. 489981

MONTH'S ACCOUNT May 1950

J.P. DEPT. NO. 463

DATE MADE June 12, 1950

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR			
Cost of repairs to our signal line and operatus between Bonneville and Dodson, Oregon, damaged December 19, 1949, due to blasting operations by Oregon State Highway Dept. Contractors Peter Kiewit Sons Co.			
Labor Pay Roll 712 - Detail attached			336 48
Additional Omitted charge for rental for use of outfit by Signal Gang 787 and shown on statement attached			25 19
			361 67

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Expense incurred repairing our Signal line and apparatus between Bonneville and Bodeen, Oregon, damaged December 19, 1949, due to blasting operations by Oregon State Highway Department Contractors, Peter Kiewit Sons Company.

December 19-20, 1949
Bonneville & Bodeen, Oregon
Labor Pay Roll 712
Signal Gang 707
Repairing pole line damaged by
State Highway Contractor blasting.

16 hrs.	@ 1.[illegible] hr.		$[illegible]	
16 "	@ 1.738 "		27.81	
8 "	@ 2.607 "		15.65	
12 "	@ 1.[illegible] "		17.98	
3 "	@ 2.[illegible] "		[illegible]	
32 "	@ 1.[illegible] "		46.60	
8 "	@ 2.[illegible] "		11.14	
32 "	@ 1.[illegible] "		[illegible].[illegible]	
6 "	@ 2.139 "		12.[illegible]	$221.35

Signal Maintainer
Engstrom - Dec. 19, 1949
Repairs to pole line and
signal apparatus

4 hrs.	@ 1.738 hr.	6.95	
3 "	@ 2.607 "	7.82	14.77

Pendleton Signal
Repair Shop
December 19-21, 1949
Repairs to signal equipment
damaged by State Highway blast-
ing Mile Posts 37-38.

12 hrs.	@ 1.5139 hr.	27.25			
16 "	@ 1.81 "	28.96	56.21	282.33	
Plus 3% for Vacations				8.47	$290.80
Plus 6% for Railroad Retirement and Unemployment Insurance Tax					17.45
Plus 10% on $282.33 for Supervision					28.23
			Total		$336.48

Material - None

Omitted
Rental for outfit cars used
by Signal Gang 707

UP 01282	Roadway Boarding Car - 31 days @ 1.00 day	31.00
UP 02461	Roadway Boarding Car - 31 " @ 1.00 day	31.00
UP 09989	Roadway Boarding Car - 31 " @ 1.00 day	31.00

Rental for outfit cars used
by Signal Gang 787 (cont'd)

UP 610207	Roadway Boarding Car - 31 days @ 1.00 day		$31.00	
UP 07521	Roadway Boarding Car - 31 " @ 1.00 day		31.00	
UP 0479	Roadway Water Car - 31 " @ 1.00 day		31.00	
UP 72175	Revenue Box Car - 31 " @ 1.50 day		46.50	
UP 72413	Revenue Box Car - 31 " @ 1.50 day		46.50	
UP 76717	Revenue Box Car - 31 " @ 1.50 day		46.50	
UP 301394	Revenue Box Car - 31 " @ 1.50 day		46.50	
PFE 93291	Revenue Box Car - 31 " @ 1.50 day		46.50	$418.50

Total hours worked by gang Dec. 1949 2142 hrs.
Total hours worked by gang this work 129 "
129/2142 = 6.02% of $418.50 $25.19

$361.67

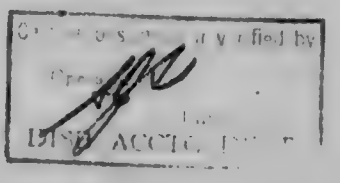
UNION PACIFIC RAILROAD COMPANY

Cost of repairs to company property resulting from blasting operations by Oregon State Highway Dept. Contractors. March 1st to May 24th, 1950.

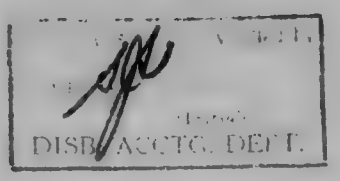
March 23rd, 1950				
West switch at Bonneville				
Repairs to track due to blasting				
Labor Section 7				
16 hrs. @ 1.29943 hr.	$20.79			
Plus 3% Vacations	.62	$21.41		
" 6% RRR & UI Tax		1.28		
" 10% Supvn. on 20.79		2.08	$24.77	
Material:				
39 ft. SH 112.4 lb. rail				
1461 lbs. 40.00 NT	29.22			
Plus 15% Handling	4.38	33.60		
Material Released:				
39 ft. scrap 112.4 lb. rail				
1461 lbs. 30.00 NT	21.92 Cr.			
Less 15% Handling	3.29	18.63 Cr.		
			14.97	$39.74
April 13th, 1950				
Mile Post 36.4				
Repair pole line blasted out				
by highway crew				
Signal Gang 788				
24 hrs. @ 2.607 hr.	$62.57			
8 hrs. @ 2.175 hr.	17.40			
32 hrs. @ 2.139 hr.	68.45			
Signal Maintainer				
Engstrom				
8 hrs. @ 2.607 hr.	20.86	169.28		
Plus 3% Vacations		5.08	174.36	
Plus 6% RRR & UI Tax			10.46	
Plus 10% Supvn. on 169.28			16.93	201.75
April 14-29, 1950				
Mile Post 36-37				
Lining track 14 hrs.				
Inspgn. " 12 hrs.				
Acct. Shifting 48 hrs.				
27th to 29th				
Lining & repairing				
track acct. blasting 83 hrs.				
157 hrs. @				
1.3324 hr.		209.19		
Plus 3% Vacations		6.28	215.47	
Plus 6% RRR & UI Tax			12.93	
Plus 10% Supvn. on 209.19			20.92	249.32

Calculations made or verified by
Operator
Dist. Accounting Officer

Material:				
April 25th				
78 lin.ft. new 133# rail 3471#				
@ 71.82 NT		$124.64		
Plus 15% Handling		18.70	$143.34	
Material Released:				
78 ft. scrap 133# rail 3471#				
@ 30.00 NT		52.07 Cr.		
Less 15% Handling		7.81	44.26 Cr.	
			$99.08	$550.15
May 1950				
Labor Pay Roll Section 7				
Mile Post 38½				
May 3 - 20 hr. Lining & surfacing				
" 9 - 48 hr. Changing rail				
" 16 - 20 hr. Lining & surfacing				
88 hr. @ 1.3928 hr.		122.57		
Plus 3% Vacations		3.68	126.25	
Plus 6% RRR & UI Tax			7.58	
Plus 10% Supvn. on 122.57			12.26	146.09
May 9th				
Material:				
33 ft. SH 90# rail 990#				
78 " " 112# " 2925#				
3915# @ 40.00 NT		78.30		
Plus 15% Handling		11.75	90.05	
Material Released:				
3915# Scrap rail @ 30.00 NT		58.73 Cr.		
Less 15% Handling		8.81	49.92	40.13
May 16th - MP 36				
Restoring telegraph lines				
Labor - 4 hrs. @ 1.6325 hr.	6.53			
Plus 3% Vacations	.20	6.73		
Plus 6% RRR & UI Tax		.40		
Plus 10% Supvn. on 6.53		.65	7.78	
Material - None				
Personal Expenses - Lineman			1.25	
Truck Rental "			3.60	12.63
May 9th, 1950				
MP 38½				
Labor Pay Roll Section 5				
Repairing track 39 hrs. @ 1.3402 hr.		52.27		
Plus 3% Vacations		1.57	53.84	
Plus 6% RRR & UI Tax			3.23	
Plus 10% Supvn. on 52.27			5.23	62.30 261.15
Charge from Western Union Telegraph Co. for expense at Bonneville due to blasting operations.				
Wages of Crew November 28, 1949	10.93			



December 8, 1949	$10.93		
February 15, 1950	10.93		
March 25, 1950	10.93		
April 17, 1950	10.92		
May 24, 1950	428.92	$483.56	
Supervision		96.71	
Social Security Tax		11.61	
Truck Rent		129.92	
Meals		43.22	$765.02
Due to blasting 34.42%			$263.32
Total Expense			$1 114.36



pense incurred as result of highway slide at Mile Post 37.1 near Bonneville, Oregon - May 25, 1950.

Labor Pay Roll

May 1950
Track Work

May 25-31
Lining & surfacing track account highway slide also watching slide at MP 37

Section 7 - 376 hrs @ 1.39277		523.68		
Ex.Gang 7.46-1372 " @ 1.35519		1859.32	2383.00	

Lining & surfacing trk.at MP 37.1

May 25-56 hrs				
" 28-36 " 92 hrs @1.3337 hr			122.70	

May 27-28
Emergency on slide at MP 37.1

Extra Gang #755 2494 hrs @1.49568 hr		3730.23	6235.93	
Plus 3% Vaca.Allnce.			187.08	
" 6% RRR & UI Taxes on 6423.01			385.38	
" 10% Supvn. on 6235.93			623.59	7431.98

Signal Work
May 25-26
Signal Gang 787 - Signal wires and temporary cable and repair pole line account slide at MP 37

8 hrs @ 1.555 hr	12.44			
8 " @ 1.738 "	13.90			
16 " @ 2.607 "	41.71			
4 " @ 2.283 "	9.13			
24 " @ 1.474 "	35.38			
24 " @ 2.211 "	53.06			
16 " @ 1.426 "	22.82			
16 " @ 2.139 "	34.22		222.66	

May 26 & 27
Overtime to Signalman Roundy due to slide at MP 37

9 hrs @ 2.607 hr		23.46	

May 25-27
Repairs to pole line and bonding account slide at MP 37
Signalman Engstrom

8 hrs @ 1.738 hr	13.90			
18 " @ 2.607 "	46.93	60.83	306.95	
Plus 3% Vaca.Allnce.			9.21	316.16
" 6% RRR & UI Taxes				18.97
" 10% Supvn. on 306.95				30.70 365.83

Welding Gang No. 3
May 26
Cutting & welding account
slide MP 37

8 hrs @ 1.69 hr	13.52				
6 " @ 2.535 "	15.21				
8 " @ 1.39 "	11.12				
6 " @ 2.085 "	12.51	52.36			
Plus 3% Vaca.Allnce.		1.57	53.93		
" 6% RRR & UI Taxes			3.24	57.17	
" 10% Supvn. on 52.36				5.24	62.41

Telegraph Dept.
May 25th 1950-MP 37
Repair line due to slide
Labor Pay Roll

Lineman Menane 8 hrs		13.07			
Plus 3% Vaca.Allnce		.39	13.46		
" 6% RRR & UI Taxes			.81		
" 10% Supvn. on 13.07			1.31	15.58	
Personal Expenses				3.90	
Truck Rental (8 hrs @ .90 hr)				7.20	26.68

Crane 0289 - May 26-27
. Travel to Portland & return
account slide (not used)

8 hrs @ 1.726 hr	13.81				
5 " @ 2.589 "	12.952	26.76			
Plus 3% Vaca.Allnce.		.80	27.56		
" 6% RRR & UI Taxes			1.65		
" 10% Supvn. on 26.76			2.68		31.89

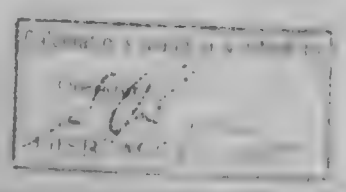
June 1950 - Track

June 1st to 30th
Watching lining & surfacing
track MP 37-36 account State
Highway slide Section 7

731 hrs @ 1.34983 hr	986.73				

June 1st
Surfacing & line tracks MP
37 account slide
Extra Gang #746

288 hrs @ 1.2679 hr	365.16	1351.89			
Plus 3% Vaca.Allnce.		40.56	1392.45		
" 6% RRR & UI Taxes			83.55		
" 10% Supvn. on 1351.89			135.19		1611.19



Signal Work
June 16-21
Replacing pole lines slide
area west of Bonneville
Signal Gang #787

48 hrs @ 1.606 hr	77.09			
48 "2 @ 1.738 hr	83.42			
8 " @ 1.522 "	12.18			
80 " @ 1.474 "	117.92			
160 " @ 1.426 "	228.16			
24 " @ 1.45 "	34.80	553.57		
Plus 3% Vaca.Allnce.		16.61	570.18	
" 6% RRR & UI Taxes			34.21	
" 10% Supvn. on 553.57			55.36	659.75
Total Labor M of W				10,189.73

Material (Track)

429 Lin.Ft. New 133# Rail 19076# @ 71.18 NT	678.91		
197 Pcs.Tr.New Cross Ties @ 2.56 ea	504.32		
386 " SH 133# Tie Plates 8562# @3.20 cwt	273.98		
60 " " 133# Angle Bars 3650# @3.70 "	135.05		
300 " New Spring Washers 1 1/11# @ 82.72	24.82		
400 lbs New Track Bolts @ 8.50 cwt	34.00		
600 lbs " " spikes @ 6.07 "	36.42	1687.50	
Store Expense 10%		168.75	

Indirect Treating Cost
197 Cross Ties @ .2669 ea. 52.58

Freight - Rail
Denver, Colo. to Bonneville,Ore. 23.91 GT
19076 lbs @ 23.91 GT 203.62
Track Bolts
Denver to Bonneville,Ore. 3.02 cwt.
400 lbs @ 3.02 cwt 12.08
Track Spikes - Seattle, Wash.
to Bonneville .99 cwt
600 lbs @ .99 cwt 5.94
Omaha to Bonneville - Nutlocks
40 lbs @ 3.87 cwt. 1.78
Centralia Wash. to The Dalles
28565 lbs Untr.Ties @ .30 cwt 85.70
The Dalles to Bonneville
29944 lbs Tr. Ties @ .13 cwt 38.93 348.05

Credit Scrap
78 Lin Ft. Scrap 133# Rail 3471#
@ 30.00 NT 52.07 Cr
Less 15% Handling 7.81 44.26 Cr

Ballast
16 Cars Barnhart Crushed Rock
@ 75.9738 Car 1215.58

Freight
Barnhardt, Ore. to Bonneville 3.24 NT
1200 Tons Crushed Rock @ 3.24 NT 3888.00 5103.58

Total Material 7316.20

Calculations made or verified by

Total for Outfit Cars

Extra Gang #746

UP	55337	Revenue Flat Car	31	Da @	1.75	Da 54.25
"	71210	Box "	31	" @	1.75	" 54.25
"	07831	Tank	31	" @	2.50	" 77.50
PFE	33433	Refr.&Ice	31	" @	1.75	" 54.25
Bunk Cars (9)			279	" @	2.50	" 697.50

Total hours worked by gang 5174
" " " " this work 1372
5174/1372 = 26.52% of 937.75 248.69

Extra Gang #755

UP	70760	Rev. Coal Car	23	da @	1.75	Da 40.25
"	X18457	Tool "	23	" @	2.50	" 57.50
PFE	14240	" Ice "	15	" @	1.75	" 26.25
UPX	09753	Office "	23	" @	2.50	" 57.50
"	X0799	Foreman "	23	" @	2.50	" 57.50
"	01288	Diner "	23	" @	2.50	" 57.50
"	04476	" "	23	" @	2.50	" 57.50
"	04887	Kitchen "	23	" @	2.50	" 57.50
"	04484	Diner "	23	" @	2.50	" 57.50
"	04861	" "	16	" @	2.50	" 40.00
"	X04801	Commissary "	23	" @	2.50	" 57.50
"	X07850	Tender "	23	" @	2.50	" 57.50
"	56505	Rev. Flat "	9	" @	1.75	" 15.75
		Bunk "	(11)253	" @	2.50	" 632.50
						1272.25

Total hours worked by gang 18057
" " " this work 2494
18057/2494 = 13.81% of 1272.25 175.70

Signal Gang #787

UP	72413	Tool Car	31	Da @	1.75	Da 54.25
"	72175	Matl. "	31	" @	1.75	" 54.25
"	78717	" "	31	" @	1.75	" 54.25
"	301354	" "	31	" @	1.75	" 54.25
PFE	33304	Refr. "	10	" @	1.75	" 17.50
"	23544	" "	21	" @	1.75	" 36.75
UP	0479	Coal "	31	" @	2.50	" 77.50
"	01282	Office "	31	" @	2.50	" 77.50
"	02461	Diner "	31	" @	2.50	" 77.50
Bunk Cars (3)			93	" @	2.50	" 232.50
3 Motor Cars			93	" @	20.00 Mo.	60.00
1 Auto Truck			31	" @	6.00 Da	186.00
						982.25

Total Hours Worked by Gang 1885
" " This Work 116
1885/116 = 6.15% of 982.25 60.41

1950

Extra Gang #746

UP 55337	Rev. Flat Car	30	Da	1.75	Da	52.50
" 71210	" Box "	30	"	1.75	"	52.50
PFE23519	Refr. "	14	"	1.75	"	24.50
" 26448	" "	16	"	1.75	"	28.00
UP 04334	DC&H "	30	"	2.50	"	75.00
" 04591	" "	30	"	22.50	"	75.00
" 04864	"	30	"	2.50	"	75.00
" 04803	"	30	"	2.50	"	75.00
" 07831	Tank	30	"	2.50	"	75.00
" Bunk (9)	"	270	"	2.50	"	675.00
" Motor Car		30	"	20.00	Mo.	20.00
						1227.50

Total Hours Worked by Gang 4509
" " " on This Work 288
4509/288 = 6.39% of 1227.50 '78.44

Signal Gang #787

UP 72413	Tool Car	30	Da @	1.75	Da	52.50
" 72175	Matl. "	30	" @	1.75	"	52.50
" 78717	" "	30	" @	1.75	"	52.50
" 301354	" "	30	" @	1.75	"	52.50
PFE23544	Refr. "	30	" @	1.75	"	52.50
UP 0479	Coal "	14	" @	2.50	"	35.00
" 01282	Office "	30	" @	2.50	"	75.00
" 02461	Diner	30	" @	2.50	"	75.00
" Bunk (3)	"	90	" @	2.50	"	225.00
3 Motor Cars		90	" @	20.00	Mo.	60.00
1 Auto Truck		30	" @	6.00	Da	180.00
						912.50

Total Hours Worked by Gang 2108
" " This Work 368
2108/368 = 17.46% of 912.50 159.32 722.56

Rental of Crane 0289
1 Day @ 20.00 Day 20.00

Work Train Service
Engine Rental

May 26th	Engine	5414-1	Day	144.00	Picking up men and supplies at Hinkle for The Dalles	
" "	"	5403-1	"	144.00	Unloading ballast handling equipment and ties	
" "	"	3223-1	"	102.00	Hauling & unloading equipment	
" "	"	2207-1	"	85.00	Handling equipment & material	
" 25th	"	7868-1	"	151.00	Gravel Train	
" 27th	"	5414-1	"	144.00	Unloading Ballast	
" 28th	"	5408-1	"	144.00	Pickup and haul outfits from Bonneville	
June 2nd	"	2208-1	"	85.00	Load M-K Co. Equipment	
Total				999.00		999.00

Wages of Crews:	Enginemen	Trainmen	Total		
May 25					
Engine 7868	25.48	45.17	70.65		
May 26					
Engine 5414	35.67	59.85	95.52		
" 5403	82.87	228.89	311.76		
" 3223	48.47	85.38	133.85		
" 2207	25.15	45.17	70.32		
May 27					
Engine 5414	76.44	123.33	199.77		
May 28					
Engine 5408	53.25	96.74	149.99		
June 2					
Engine 2208	73.80	94.33	168.13	1199.99	
Vacations 3%				36.00	
RRR & UI Taxes on 1235.99 6%				74.16	
Supvn. on 1199.99 10%				120.00	1430.15

Supplies:		Fuel Oil	Water	Lubrcts.	Other Supp.	E.H.Exp.	
May 25	Eng.7868	42.62	2.37	1.56	.56	8.95	
" 26	" 5414	121.69	5.78	3.81	1.37	21.87	
" 26	" 5403	253.13	11.10	7.32	2.64	42.02	
" 26	" 3223	65.89	5.55	3.66	1.32	21.01	
" 26	" 2207	73.13	8.69	5.73	2.06	32.89	
" 27	" 5414	75.69	3.87	2.55	.92	14.64	
" 28	" 5408	93.16	4.05	2.67	.96	15.33	
June 2	" 2208	35.33	4.19	2.76	.99	15.84	
Total		760.64	45.60	30.06	10.82	172.55	1019.67

...e Charge for Work Trains

May 25, 1950
Engine 7868-Gravel Train Albina to Bridal Veil
Trackage
Albina to Bridal Veil to Albina 49 Miles

May 26, 1950
Engine 5414-Handling outfits Hinkle to The Dalles
Trackage
Reith to Hinkle to The Dalles 127 "
Engine 5403-Unloading ballast The Dalles to Bonneville
Trackage
The Dalles to Bonneville to The Dalles 94 "
Engine 3223-Hauling equipment The Dalles to Bonneville
Trackage
The Dalles to Bonneville to The Dalles 94 "
Engine 2207-Handling equipment The Dalles to Bonneville
Trackage
The Dalles to Bonneville to The Dalles 94 "

May 27, 1950
Engine 5414-Unloading ballast Bonneville to Dodson
Trackage
The Dalles to Dodson to The Dalles 100 "

May 28, 1950
Engine 5408-Handling outfits MP 37 to The Dalles
Trackage
Albina to MP 37 to The Dalles 84 "

June 2, 1950
Engine 2208-Loading M-K Co. equipment The Dalles to Bonneville
Trackage
The Dalles to Bonneville to The Dalles 94 "
736 Miles

736 Miles @ 2.25 Mile 1656.00

Work Equipment
Moving in Revenue Train
The Dalles to Hinkle-Train 264
Outfit Cars Ex.Gang #755
24 Cars 250 Miles ea. 6,000 Miles @ .06 Mile 360.00

...s Paid Outside Parties in Connection
...th Slide at Mile Post 371 near Bonneville
May 26, 1950

Ralph Transfer Co.			
Bill Pay			
Hauling Mail and Baggage			
The Dalles to N Dalles	149.63		
Mario A. Passidore			
Bill Pay			
Taking pictures of slide	5.81		
Elmer Kramers Texaco Service			
Bill Pay 946469			
Haul passengers baggage & mail			
Hood River to Bingen	64.50		
Applegate Taxi			
Bill Pay 946349			
Same as Kramers Co.	33.60		
A. F. Tonsing			
Bill Pay			
Haul passengers & baggage			
to Bingen, Washington	4.36		
Geo. W. Belt			
Bill Pay 946665			
Haul passengers between			
Hood River and Bingen	4.60		
H. H. McLaughlin			
Bill Pay			
Haul US Mail between			
Hood River & Salmon, Wash.	4.50		
City Cab			
Bill Pay			
Haul passengers The Dalles			
and No. Dalles	54.56		
The Dalles Cab Co.			
Bill Pay			
Hauling passengers The Dalles			
and No. Dalles	122.85		
Eastman Kodak Co.			
Bill Pay No.			
Enlargement of pictures			
taken of slide at Bonneville	22.50		
M&B Transfer Co.			
Bill Pay No.			
Rental for use of auto to			
take men to slide area	20.88	487.79	
Supvn. & Acctg. 1%		4.88	492.67

Amounts Paid Outside Parties, etc.(Cont'd)

Morrison-Knudsen Co.			
Rental for use of equipment and services of men handling while removing slide			
May 1950 - Bill Pay No.	3631.44		
June " - " " "	5362.06	8993.50	
Suptdce. 1%		89.94	9083.44
Oregon Trunk Ry.			
Detouring Celilo to Ore. Trunk Jct. May 1950 due to Slide at MP 37			
Bill Pay 970044			738.89
S.P.&S.Ry.Co.			
Detouring Wishram to Portland May 1950 due to slide at MP 37			
Bill Pay 970046			5916.42 16231.42
		Total Expense	39,944.73

Track & Signal

Labor		$10,189.73	
Material		7,316.20	$17,505.93
Rental for Outfit Cars			722.56
" " Crane 0289			20.00
Work Train Service			
Engine Rental		999.00	
Wages		1,430.15	
Supplies		1,019.67	3,448.82
Trackage for Work Trains			2,016.00
Bills from outside parties in connection with the slide			16,231.42
	TOTAL		39,944.73

Additional
July 1 -3, 1950
Section No. 7

Watching track set-tling at MP 37			
48 hrs. @ 1.3585 hr.	65.21		
Plus 3% Vacations	1.96	67.17	
" 6% RRR & UI Tax		4.03	
" 10% Supvn. on 65.21		6.52	77.72

Morrison - Knudsen Co.
Bill Pay 991674

Rental for use of dragline	419.68		
Suptce. 1%	4.20	423.88	501.60
TOTAL			40,446.33

Additional
Charges received from Western Union Telegraph Co. for expense incurred by that Company resulting from Oregon State Highway slide at Bonneville, Oregon, May 25, 1950, Western Union Telegraph Co. bill for labor and material less salvage

	2,105.72	
1% for handling & accounting	21.06	2,126.78

Adjustment in charge for freight on Barnhart Crushed Rock shown on sheet 4

As charged	1200 tons		
Should be	991.6 tons		
Overcharge	208.4 tons	@ 3.24 ton	675.22 Cr.
			1,451.56
		TOTAL	41,897.89

UNION PACIFIC RAILROAD COMPANY

Expense incurred repairing company property near Bonneville, Oregon, damaged as result of blasting operations of Oregon State Highway Dept. Contractors, May 27 to November 30, 1950.

June 1950				
Mile Post 36.25 - June 8th				
Labor Pay Roll Sec. 7				
Changing rail 8 hrs. @ 1.3498 hr.		$10.80		
Plus 3% Vacations		.32	$11.12	
Plus 6% RRR & UI Tax			.67	
Plus 10% Supvn. on 10.80			1.08	$12.87
Material				
39 ft. new 133# rail 1734# @ 71.25 NT		61.77		
Plus 15% Handling		9.27	71.04	
Material Released				
1734 lbs. scrap rail @ 40.00 NT		34.68 Cr.		
Less 15% Handling		5.20	29.48 Cr.	41.56
Telegraph Dept.				
June 7th MP 36				
Restoring telegraph lines				
Labor	$27.14			
Plus 3% Vacations	.81	27.95		
Plus 6% RRR & UI Tax		1.67		
Plus 10% Supvn. on 2714		2.71	32.33	
Material				
2000 ft. teleprene wire No. 14 @ .04 ft.		80.00		
Plus 15% Handling, etc.		12.00	92.00	
Personal Expenses				
Telegraph Linemen			4.65	
Truck Rental				
8 hrs. @ .90 hr.			7.20	136.18 $190.61
July 1950				
Near Bonneville				
Labor Pay Roll Section 7				
Lining & surfacing track				
July 6th 30 hrs.				
" 10th 42 "				
" 19th 12 "				
84 " @ 1.3585 hr.		114.11		
Plus 3% Vacations		3.42	117.53	
" 6% RRR & UI Tax			7.05	
" 10% Supvn. on 114.11			11.41	135.99
Telegraph Dept.				
July 5-7 MP 38				
Restoring telegraph lines				
Labor	109.07			

Calculations made or verified by
Operator
DISB. ACCTG. DEPT.

ly 5-7 MP 38 (cont'd)				
Plus 3% Vacations	$3.27	$112.34		
" 6% RRR & UI Tax		6.74		
" 10% Supvn. on 109.07		10.91	$129.99	
Material				
1320 ft. 5-pr Cable @ 35.00 M'		46.20		
3960 ft. spiral " 1-4 33.75 M'		133.65		
1500# teleprene wire No. 14 BRC-tw pr @ .04 ft.		60.00		
55 Nicopress sleeves @ .10 ea.		5.50	245.35	
Plus 15% Store Expense, etc.			36.80	
Personal Expenses				
Telegraph linemen			23.90	
Truck Rental				
21 hours @ .90 hr.		18.90		
80 miles @ .07 mi.		5.60	24.50	$460.54 $596.53
August 1950				
MP 36.6				
Labor Pay Roll Section 7				
Repairing & lining track				
August 3 35 hrs.				
" 4 49 "				
" 9 59 "				
" 10 40 "				
" 16 16 "				
199 " @ 1.32566 hr.		263.81		
Plus 3% Vacations		7.91	271.72	
Plus 6% RRR & UI Tax			16.30	
Plus 10% Supvn. on 263.81			26.38	314.40
Material				
99 ft. SH 112# rail 3709#				
99 " " 90# " 2970				
6679# @ 45.00 NT		150.28		
Plus 15% Handling, etc.		22.54	172.82	
Material Released				
6679# Scrap Rail	40.00 NT	133.58 Cr.		
Less 15% Handling		20.04	113.54 Cr.	
			59.28	373.68
September 1950				
Sept. 25th - MP 38.5				
Removing debris from track due to slide				
Labor Pay Roll Section 5				
20 hrs. @ 1.3782 hr.		27.56		
Plus 3% Vacations		.83	28.39	
Plus 6% RRR & UI Tax			1.70	
Plus 10% Supvn. on 27.56			2.76	32.85
Cost of repairs to engines 5035 & 5501 damaged in above slide				

Calculations made and verified by
Operator
Checked
DISTRICT ACCOUNTANT

Repair Engines 5035 & 5501 (cont'd)				
Labor			$62.67	
Material				
4 Prime cylinder cocks		$50.60		
4 pipe nipples ½x2"		1.52		
4 pipe unions ½"		3.44		
4 pipe 3/4"x36"		1.52		
4 Reducer Bushings 1"x3/4		3.54	60.62	$123.29
Repairs to the engines include additives.				
Removing debris from track due to above slide				
Labor PR Section 7				
37 hrs. @ 1.3534 hr.		50.08		
Plus 3% Vacations		1.50	51.58	
Plus 6% RRR & UI Tax			3.09	
Plus 10% Supvn. on 50.08			5.01	$59.68 $215.82
October 1950				
Telegraph Dept.				
Oct. 17 - MP 38.5				
Restoring telegraph lines				
Labor	$86.71			
Plus 3% Vacations	2.60	89.31		
Plus 6% RRR & UI Tax		5.36		
Plus 10% Supvn. on 86.71		8.67	103.34	
Personal expenses linemen			2.75	
Truck Rental				
11 hrs. @ .90 hr.			9.90	115.99
November 1950				
Nov. 8-9-14 - MP 38.5				
Labor Pay Roll Ex Gang 747				
Surfacing lining & removing mud from track				
14 hrs. @ 1.815 hr.		25.41		
22 " @ 1.4772 "		32.50		
918 " @ 1.234 "		1132.81	1190.72	
Plus 3% Vacations			35.72	
Plus 6% RRR & UI Tax on 1226.44			73.59	
Plus 10% Supvn. on 1190.72			119.07	1419.10
Material				
10 cars (5000 cu. yds.) crushed rock for ballast @ 71.8049 car				718.05
Outfit Cars - Rental				
Ex Gang 747				
UP 04828 Boarding Car 30 da. @ 2.50 da.			75.00	
UP 04349 " " " " " "			75.00	
UP 04888 " " " " " "			75.00	
UP 04303 " " " " " "			75.00	
UP 04769 " " " " " "			75.00	

Calculations made or verified by
Operator
Chainman
DISB. ACCTG. DEPT

Gang 747 (cont'd)

UP 07583 Boarding Car	30 da. @	2.50 da.	$75.00
LA&SL 010226 "	" "	"	75.00
UP 09655 Boarding Car	30 da. @	2.50 da.	75.00
UP 56254 Rev. Flat "	" @	1.75 da.	52.50
UP 09589 Boarding "	" @	2.50 da.	75.00
UP 09755 "	" @	2.50 da.	75.00
LA&SL 010208 "	" @	2.50 da.	75.00
UP 09582 "	" @	2.50 da.	75.00
UP 70956 Rev. Box "	" @	1.75 da.	52.50
UP 56122 " Flat "	" @	1.75 da.	52.50
UP 010846 Rdwy. Water	" @	2.50 da.	75.00
UP 15026 Rev. Box	" @	1.75 da.	52.50
UP 71627 " "	" @	1.75 da.	52.50
			1237.50

Total hours worked by Gang 6823
" " " on this
work 954

954/6823 = 13.98%
13.98 % of 1237.50 $173.00

November 8-9-10 - 1950
Bonneville
Locomotive Crane 0293
Cleaning out ditches
due to various blasting
operations

Labor Pay Roll 115			
Crane Operator 40 hrs. @ 1.726 hr.	$69.04		
" Fireman 40 " @ 1.39 "	55.60	124.64	
Plus 3% Vacations		3.74	
Plus 6% RRR & UI Tax on 128.38		7.70	
Plus 10% Supvn. on 124.64		12.46	148.54

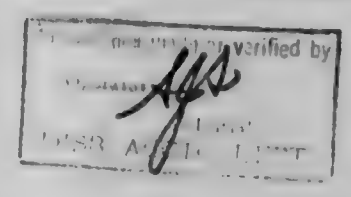
Rental for use of equipment

Crane 0293 3 da. @ 30.00 da. (Includes Supplies)	90.00	
Idler 05211 3 da. @ 2.50 da.	7.50	
Bding. 09648 3 da. @ 2.50 da.	7.50	
Flat 0533 3 da. @ 2.50 da.	7.50	
Dump 01414 3 da. @ 2.50 da.	7.50	120.00

November 1950
Telegraph Dept.
Clean up work required account damage due to blasting during May 1950

Labor	424.93		
Plus 3% Vacations	12.75	437.68	
Plus 6% RRR & UI Tax		26.26	
Plus 10% Supervision on 424.93		42.49	506.43 $3085.12

Charges from Western Union
Telegraph Co. for expense incurred
due to blasting operations.



Wages of Crews:			
June 7th, 1950	$136.36		
Supervision	27.27		
Social Security Tax	3.27		
Truck Rental	40.08		
Meals	13.33	$220.31	
Chargeable to blasting 34.42%			$ 75.83
July 20-21, 1950			
Aug. 29 to Sept. 12, 1950			
Sept. 26-28, 1950			
Wages of Crews:	1237.26		
Supervision	434.22		
Subsistence	933.85		
Social Security Tax	75.59		
Truck Rental	308.00		
Truck Storage	18.00	3006.92	
Chargeable to blasting 67.32%			2024.26
Material			
20,000 ft. copperweld T.P.No. 16		450.80	
Supply Expense		67.62	
Freight		9.66	528.08
Salvage			
Copper			135.24 Cr.
			$2492.93
Supplies used by Loco Crane 0293 while cleaning out ditches at Bonneville November 8 to 10, 1950, incl. due to various blasting operations:			
Fuel Oil	2.65		
Car Oil	.25		
Engine Oil	.47		
Headlite Oil	.36		
Waste	.05		
Grease	.05		
Gasoline	.58	4.41	
Plus 15% Handling		.66	5.07
	Total Expense		$7075.75

Calculations made or verified by
Operator
Date
DISB. ACCTG. UNIT

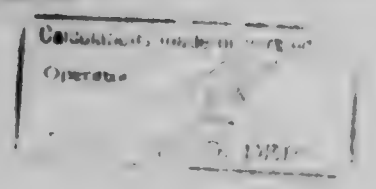
Expense Incurred during March 1951 cleaning ditches near Bonneville, Oregon, due to various blasting operations by Oregon State Highway Dept. Contractors.

Labor Pay Roll 713						
March 21, 1951						
Ditcher Operator	8 hrs.	@ 1.921	hr.	15.38		
" "	1/2 "	@ 2.58	"	1.29		
" Firemen	8 "	@ 1.515	"	12.12		
" "	1/2 "	@ 2.275	"	1.14		
March 22, 1951						
Ditcher Operator	8 "	@ 1.921	"	15.38		
" "	1 "	@ 2.58	"	2.58		
" Firemen	8 "	@ 1.515	"	12.12		
" "	1 "	@ 2.275	"	2.28	862.77	
Plus 3% Vacations					1.88	
Plus 6% Railroad Retirement & Unemployment Insurance Tax					1.80	
Plus 10% Supervision					1.34	674.79
Rental for ditcher outfit						
Ditcher 0101	2 days	@ 30.00	da.	60.00	(incl. supplies)	
Idler 9312	2 "	@ 2.50	"	5.00		
Boarding Car 09664	2 "	@ 2.50	"	5.00		
Tank Car 4812	2 "	@ 2.50	"	5.00		
Rev. Freight Car 91533	2 "	@ 1.75	"	3.50		
" " " 91541	2 "	@ 1.75	"	3.50		82.00
Work trains handling ditcher outfit. Work extra 5403						
March 21, 1951 - 2 hrs.						
" 22, 1951 - 3 "						
Engine Rental						
March 21, Engine 5403 - 2/5 of 144.00				36.00		
" 22, " 5403 - 3/5 of 144.00				54.00	90.00	

Wages train & enginemen

	Train	Engine	Total		
Mar. 21st	13.63	7.91	21.54		
Mar. 22nd	19.59	11.60	31.19	52.73	
Plus 3% Vacations				1.58	
Plus 6% Railroad Retirement & Unemployment Tax on 654.31				3.26	
Plus 10% on 52.73 Supervision				5.27	62.84

Supplies for Loco. 5403			
Fuel Oil	32.04		
Lubricants	.86		
Other Supplies	.34		
Enginehouse Expense	5.78		
Water	1.44	40.46	191.32
Total Expense			$350.09



Explanatory Notes

(1) Labor charges represent actual cost to Union Pacific of labor employed at damage sites in removing debris and restoring facilities, and watchmen and flagmen stationed there for protection of railroad traffic and facilities; labor employed in operating work trains necessitated by the damage and labor employed elsewhere in repairing damaged motive power. The rates of pay are those established by prevailing agreements between Union Pacific and labor organizations.

(2) Charges for material and supplies and for equipment rental are for material and supplies actually used in removing slides and debris and restoring railroad facilities, operating work trains engaged in the work and for equipment actually used in the work or brought to the site of damage so as to be available for use if required. Rental charges for Union Pacific equipment are reasonable and are not in excess of customary charges made to other parties for similar use of railroad equipment.

(3) Charges for use of Union Pacific truck are computed at the rate of $2.25 per mile traveled by work trains and equipment to and from the damage sites. This is the same rate as that usually charged by one railroad to another for detouring over its tracks, and is considered reasonable.

(4) Charges for detour of trains are those actually paid by Union Pacific to Spokane, Portland and Seattle Railway Company and Oregon Trunk Railway for detouring Union Pacific passenger and freight trains via tracks of those companies between Portland and Celilo, Oregon, in order to maintain traffic during period while Union Pacific line was impassable because of slide occurring in May 1950. Said detour charges are based on prevailing contracts between Union Pacific and said other railroad companies.

(5) Charges for railroad retirement and unemployment taxes represent percentages based on payroll of laborers engaged in work. These taxes are imposed and percentages fixed by law.

(6) Charges for vacation allowances are percentages based on wages of laborers engaged in the work. Under prevailing agreements between Union Pacific and labor organizations, these employes are entitled to annual vacations with pay. Based on experience, the cost to the company of these vacations is estimated to be the percentage mentioned in the foregoing statement.

(7) Charges for supervision, use of tools, accounting, handling and purchasing are arbitrary percentages and represent overhead costs not capable of exact ascertainment. They are based on experience and considered reasonable. On this basis, handling charges differ for different kinds of material and supplies; hence the differences in rates.

(8) Where less than an entire unit of time or expense is properly chargeable to the work of removing slides and restoring railroad facilities, only the proportion fairly chargeable thereto on basis of actual time worked, is included in the foregoing bill. Where such apportionments are made, the amount charged to the State is appropriately designated.

(9) Charges for vehicle hire are amounts actually paid by Union Pacific for transportation of passengers, baggage, mail and express to stations on SP&S Railway from points in Oregon while Union Pacific operations were suspended because of damage to its facilities. This transportation was necessary to fulfill Union Pacific's legal obligations as a carrier. Said charges also included transportation of labor, material and equipment required in removing slides, repairing damage and restoring railroad facilities.

(10) Charges for photography are amounts actually paid by the Union Pacific to commercial photographers for photographs of slide area for purposes of engineering study and analysis and protective measures.

(11) Railroad freight charges are based on published tariff rates and represent charges for hauling materials and equipment from supply points to site of slide or other occurrence.

(12) Charges by Western Union Telegraph Company represent cost of work performed by that company and charged by it to Union Pacific, for restoration and repair of damage to telegraph facilities (used by Union Pacific) caused by slide and blasting.

(13) The foregoing statements are prepared in the chronological order in which the expenses were taken into accounts of Union Pacific. For convenient reference restatement and summary attached hereto reclassifies the items contained in said statements.

Restatement and Summary

Based on the foregoing itemized statement, the following is a summary of the expenses incurred by Union Pacific because of damage by slide and blasting occurring between Bonneville and Dodson, Oregon, between December 5, 1949 and November 30, 1950:

(1)	Paid contractor (Morrison Knudsen) for slide removal and restoration work and use of equipment		$ 9,413.18
(2)	Paid Spokane, Portland and Seattle Railway Company and Oregon Trunk Railway for detouring Union Pacific trains over tracks of said companies between Portland and Celilo, Oregon		6,655.31
(3)	Labor Union Pacific employes:		
	(a) Maintenance of way employes	$12,359.37	
	(b) Train employes (work trains etc.)	1,252.72	
	(c) Shop employes (repairing damaged motive power)	62.67	13,674.76
(4)	Materials and supplies used (less salvage credit)		5,875.01
(5)	Equipment and track rental		4,283.87
(6)	Motor transportation		511.88
(7)	Railroad transportation of material and equipment		3,560.83
(8)	Photography		28.31
(9)	Railroad retirement and unemployment taxes, vacation allowances and overhead charges on labor, material, equipment and services necessitated by slides		3,079.43
(10)	Western Union Telegraph Company charges for repairs		4,883.03
	Total		$51,965.61

THE STATE OF OREGON
and OREGON STATE HIGHWAY COMMISSION

To Union Pacific Railroad Company Dr.

NOTE—All claims must state in detail dates of service, or date supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

Date Vouchered	NATURE OF CLAIM	AMOUNT
	For *the Oregon State Highway Commission, as per details attached:*	$
	For expense incurred by Union Pacific Railroad Company because of blasting, and rock and earth slides, occurring between Dodson and Bonneville, Oregon, between December 5, 1949 and November 30, 1950 inclusive, as result of relocation and reconstruction of Columbia River Highway by Oregon State Highway Commission and its contractor, Peter Kiewit Sons Company, as per statement attached:	$51,965 61

CERTIFICATE

This is to certify that the goods, wares, or merchandise covered by this claim, or the services, cash advanced, or expenses herein set forth, have been received, rendered, expended or incurred, as the case may be, on behalf of the State of Oregon.

OREGON STATE HIGHWAY COMMISSION

By .....
Claim Auditor

FOR USE ONLY OF DEPARTMENT OF STATE

Audited and approved by .....

Period covered .....

Items .....

Prepared by: .....

Checked by: .....

Total amount allowed, $51,965 61

Total amount allowed, $

I, L. A. COLLINS (Name),

hereby certify that I am General Manager of Union Pacific Railroad Company (If firm or corporation, state capacity in which employed);

that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the material and service (Material or service) *therein specified* have been furnished and rendered (Has been furnished or rendered) *the State of Oregon as stated, that the charge therefor is reasonable, and that no part thereof has been heretofore paid.*

PERSON MAKING CERTIFICATION SIGN HERE L. A. Collins (Name)

Warrant No. R..... *issued in payment of the within claim.*

For .....
the Oregon State Highway Commission, as per details attached:

	$	
For expense incurred by Union Pacific Railroad Company because of blasting, and rock and earth slides, occurring between Dodson and Bonneville, Oregon, between December 5, 1949 and November 30, 1950 inclusive, as result of relocation and reconstruction of Columbia River Highway by Oregon State Highway Commission and its contractor, Peter Kiewit Sons Company, as per statement attached:	$51,965	61

CERTIFICATE

This is to certify that the goods, wares, or merchandise covered by this claim, or the services, cash advanced, or expenses herein set forth, have been received, rendered, expended or incurred, as the case may be, on behalf of the State of Oregon.

OREGON STATE HIGHWAY COMMISSION

By .....
Claim Auditor

FOR USE ONLY OF DEPARTMENT OF STATE

Audited and approved by .....

Period covered .....

Items .....

Prepared by: .....

Checked by: .....

Total amount allowed, $51,965 61

Total amount allowed, $

I, L. A. COLLIER (Name),

hereby certify that I am General Manager of Union Pacific Railroad Company (If firm or corporation, state capacity in which employed);

that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the material and service (Material or service) *therein specified* have been furnished and rendered (Has been furnished or rendered) *the State of Oregon as stated, that the charge therefor is reasonable, and that no part thereof has been heretofore paid.*

PERSON MAKING CERTIFICATION SIGN HERE L A Collier (Name)

Warrant No. R..... *issued in payment of the within claim.*

RECEIVED
JUL 10 1951
FOR FILING
FI-248(15)
3238

1 cm
4/12

April 20, 1951

Mr. L. W. Althof
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Mr. Althof:

I am sending you herewith a certified copy of Oregon State Highway Commission's resolution of April 12, 1951, by which it relinquishes and surrenders to the Union Pacific Railroad Company all interest in the Dodson-Bonneville Section of the Columbia River Highway, which section is no longer required for highway right of way.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG/fm

Enc.

April 20, 1951

R. H. Baldock
State Highway Engineer

Attached hereto is a copy of the Highway Commission's resolution of April 12, 1951, relinquishing to the Union Pacific Railroad Company all interest in the Dodson-Bonneville Section of the Columbia River Highway.

A certified copy of this resolution has been sent to Mr. Althof of the Union Pacific Company in Portland.

Secretary

fm

Enc.

April 20, 1951

J. M. Devers
Chief Counsel

I am attaching for your use an extra copy of the Highway Commission's resolution of April 12, 1951, relinquishing to the Union Pacific Railroad Company all interest in the Dodson-Bonneville Section of the Columbia River Highway, which section is no longer required for highway right of way.

Secretary

fm

Enc.

FORM S-50 SSM 8-50 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1951

AGENDA
APR 12 1951
1-Mn

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Mr. Glaisyer:

Enclosed you will find the original and three copies of a resolution covering the subject of the relocation of the Dodson-Bonneville Section of the Columbia River Highway. The Union Pacific Railroad Company has requested the adoption of this resolution.

Will you please present it to the Commission at the next meeting, and if the resolution is adopted then please mail to Mr. L. W. Althof a certified copy of the same.

Yours very truly,

J. M. DEVERS
Chief Counsel

Enclosures
JMD:AWP

~~one~~ resolution
(original & three copies) & return 4/19

R.E.

RECEIVED
JAN 19 1951
FOR FILING

FI-248 (15)

3238

January 18, 1951

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of January 16, 1951, relative to Price Agreement No. 2 in connection with Oregon Project FI-248 (15), Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 3238.

The quantity of 3" - 0 crushed material stockpiled for base was approximately 500 cubic yards short of the 76,000 cubic yards called for in the contract. Because of soft sub-grade conditions, additional quantity was required for stabalization.

As to the cost of material under Price Agreement No. 2, we cannot give a specific breakdown of the contractor's cost, but have been advised by our Field Engineers that due to the required careful selection in the pit and keeping a crew of several men picking out oversize rocks after blading on the road, they were higher than for the crushed material. Due to the softness of the roadbed and thickness of base required, the coarser uncrushed material was fully as satisfactory as the materials specified.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DHF:nd

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Price Agreement No. 2 in connection with Oregon Project FI-248(15), Dodson-Bonneville Section of the Columbia River Highway.

Inasmuch as the material involved is being taken from the same source as the 3"-0" base rock required under the contract and since the selected material may not be as satisfactory with respect to grading as the crushed base rock, payment for it at the contract price is questionable. Advice as to the method of arriving at this price and a breakdown of costs involved should be submitted.

If base rock was stockpiled in the quantity provided for in the contract we agree that it would not seem proper to insist on strict compliance with the contract requirements as to base rock, however, on the other hand we question payment of the contract price for material which may not be as satisfactory as that required under the contract.

Further action as to approval of this price agreement will be withheld pending full advice as to the above.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JAN 11 1951
FOR FILING

FI-248(15)
5238

Salem, Oregon
January 8, 1951

Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4644, Sellwood Station
Portland 2, Oregon

Dear Sir:

I return herewith, unapproved, one copy each of billings from the Cascade Locks City Light Company in the amounts of $697.73 and $445.80.

This matter has been referred to our Legal Department, and they advise that the claim is not a valid one against the State Highway Commission. The Cascade Locks City Light Company is occupying the right of way of the Columbia River Highway by reason of its taking over interests of the Skamania Light and Power Company and the West Coast Power Company which had been issued permits by Multnomah County before the highway was transferred from Multnomah County to the State. The law granting authority for utilities to occupy rights of way is conditioned upon the poles and facilities being placed where the Highway Commission indicates, and such companies must move their facilities when the Commission so orders. It is further ruled that the owner of such a facility is obligated to protect it while construction is going on.

According to all information, after the company was requested to protect its lines during construction, which protection would probably have meant the moving of a considerable portion of its line, if the company elected to take a chance on repair of damage rather than stand the cost of moving, then that is still the obligation of the light company.

The Highway Commission disclaims obligation in this matter.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi
Encl.
cc Cascade Locks City Light Company

FORM E-30X 25M 9-49 24088

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1951

SUBJECT: Cascade Locks City Light Company Matter

To: Mr. W. C. Williams
First Assistant State Highway Engineer
State Highway Commission
O F F I C E

Dear Mr. Williams:

I have just read your letter of January 3 relative to the claim of the Cascade Locks City Light Company for reimbursement for moving its power line in order to protect it while highway construction was in progress.

I thank you for calling my attention to the situation with respect to the Columbia River Highway and the fact that it was not made a state highway when the first highway law was enacted in 1917. I had forgotten that bit of history, but today have refreshed my memory by again reading the chapter or law enacted in 1917, and I find that the Columbia River Highway and the Pacific Highway East and West all begin at the Multnomah County line.

However, all authority which Multnomah County had over the Columbia River Highway when the permits were issued is now vested in the State Highway Commission and that authority includes any permits which might theretofore have been issued by the County.

Yours very truly,

J. M. DEVERS

JMD:mrs

FORM S-90 25M 8-50 42880

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 28, 1950

SUBJECT:

To: W. C. Williams
Asst. State Highway Engineer
D e p a r t m e n t

Dear Sir:

Recently, you requested a report covering the transmission pole line permits heretofore issued on the Upper Columbia River Highway between Bridal Veil and the Multnomah-Hood River County Line.

On September 11, 1922 a permit, No. 543, was issued by Multnomah County to the Skamania Light & Power Company to construct and maintain a transmission pole line along the right of way of the Columbia River Highway from the Multnomah-Hood River County Line westerly to the east line of Ellahurst (It is my understanding that Ellahurst is located approximately 0.80 mile west of Warrendale, MP. 34.20.)

On January 25, 1926 a permit, No. 544, was issued by Multnomah County to the West Coast Power Company to construct and maintain a transmission pole line along the right of way of the Columbia River Highway from Moffett Creek (MP 36.60) westerly to Bridal Veil.

Copies of the above described permits are attached hereto.

The West Coast Power Company bought out the Skamania Light & Power Company's holdings including their pole line from the Multnomah-Hood River County Line westerly to Ellahurst.

On December 13, 1938 the City Light of Cascade Locks bought out all the holdings of the West Coast Power Company from Mile Post 27.00 on the Old Columbia River Highway easterly to the Multnomah-Hood River County Line.

Attached hereto is a print on which we have shown in red the existing transmission pole line from a point approximately .32 mile west of Dodson easterly to Mile Post 37.38, being approximately .80 mile east of Moffett Creek.

Hoping we have given you the information you desire.

Very truly yours,

R. B. Sipprell
Director of Permits

By W. C. Crews
W. C. Crews
Asst. Director of Permits

WCC:mf
Enc.

COPY

P E R M I T

This memorandum of agreement entered into this 11th day of September, 1922, by and between MULTNOMAH COUNTY, OREGON, hereinafter designated as "the County", and the SKAMANIA LIGHT AND POWER COMPANY, a Washington corporation, duly authorized and licensed to transact business in the State of Oregon, hereinafter designated "the Company".

WITNESSETH: WHEREAS, the said Company owns and operates electric light and power plants at and near Stevenson, Washington, and at and near Cascade Locks, Oregon, and

WHEREAS, said Company heretofore has filed an application with the Board of County Commissioners of Multnomah County, Oregon, for a permit to construct, maintain and operate an electric power line along and in the vicinity of the Columbia River Highway, from the east boundary line of Multnomah County westerly to the east line of Ellahurst, in said County of Multnomah, Oregon, for the purpose of supplying electric energy for light and power purposes along said highway and to the parks, resorts and residences located in the vicinity of said highway between the points above designated;

NOW, THEREFORE, in consideration of the premises, the County has granted, and by these presents does grant unto the said Company, the right and privilege of constructing, reconstructing, maintaining and operating its electric power line upon, over and along the Columbia River Highway from the east boundary line of Multnomah County westerly to the east line of Ellahurst in said county and state, but said permit shall be exercised and enjoyed by said Company only upon the following conditions, to-wit:

Said power line, wherever it is placed along, over or upon said Columbia River Highway, shall be constructed under the supervision and to the satisfaction of the Board of County Commissioners or its authorized agent, and all poles shall be set at least thirty feet from the center of the paved portion of said highway; and the right is hereby reserved to the County at any time to require the removal or replacing of said poles to conform with change of grade or alignment of said roadway.

The Company shall at all times relieve and hold the County harmless from any claim for damages for injury done to persons or property, caused by the construction, maintenance or operations of said electric power line.

This permit shall not be exclusive, but the Company at any time shall grant common user privileges to other electric power companies desiring to place wires upon the poles of the Company, said privileges to be granted upon such terms as are deemed equitable and just by the Board of County Commissioners of Multnomah County.

This permit shall be revocable by the County at any time, upon sixty days notice to the Company in writing, and in the event said permit is revoked in the manner herein provided, said Company forthwith shall remove its poles and wires from the said Columbia River Highway.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

MULTNOMAH COUNTY, OREGON

By Chas. R------
Chairman, Board of County Commissioners

By R. W. Hoyt
Commissioner

By Rufus C. Holman
Commissioner

Approved as to form:

Stanley Meyers, D. A.
by Saint H. Pieree,
Deputy

SKAMANIA LIGHT AND POWER COMPANY

By Sam Samson President

Attest: A. J. Orsen Secretary

COPY

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

MULTNOMAH COUNTY, OREGON.

In the Matter of Granting Revocable Permit to the West Coast Power Company, a Delaware Corporation, to construct, maintain and operate an electric pole line and wires along the Columbia River Highway from Moffett Creek to the Town of Bridal Veil.

O R D E R .

It is hereby ORDERED by the Board of County Commissioners of Multnomah County, Oregon, that a revocable permit be, and the same is hereby granted to West Coast Power Company, a Delaware corporation, licensed and authorized to do business in the State of Oregon, and operating an electric light and power plant at Cascade Locks, State of Oregon, as lessee of and successor in interest to the Skamania Light & Power Company, a Washington corporation, and licensed to do business within the State of Oregon, hereinafter referred to as the grantee, to construct, maintain and operate an electric pole line and wires along the Columbia River Highway in Multnomah County, Oregon, from the bridge on said highway at Moffett Creek to the limits of the town of Bridal Veil, Multnomah County, Oregon, for the purpose of conveying electric power for light and power purposes to the inhabitants and the public and private corporations along said highway, desiring to use the same.

The Grantee shall file with the County Roadmaster complete plans showing the exact location within said Columbia River Highway of said proposed pole line and all proposed work, and no work hereunder shall be done until the county Roadmaster shall have approved said plans. Said pole line shall consist of 40 foot Cedar poles, placed approximately 175 feet apart and approximately 10 feet North of the Southerly boundary line over said right of way for carrying electric wires of 6600 volts of electric energy.

All work shall be done in a good and substantial manner, and all poles shall be placed under the supervision and to the satisfaction of the County Roadmaster. The grantee shall hold the County of Multnomah harmless from all damages resulting from the construction, operation or maintenance of said pole line and shall repair any and all damages done to said roadway in the construction of said line. The grantee shall file with the Board of County Commissioners a surety bond in the sum of $10,000.00, conditioned upon the payment of all damages suffered either by the said County or the traveling public during the construction of said pole line.

The permit hereby granted is revocable at any time at the pleasure of the said County Commissioners, and no expenditure of money thereunder or lapse of time or other act or thing shall operate as an estoppel against the County or be held to give the grantee any vested or other rights. Upon the revocation hereof, the grantee shall, within thirty days (30), remove all poles and appurtenances constructed under said permit, and shall put those portions of the roadway affected by such removal in a condition as good as are the adjoining portions of said roadway at the time of removal; all to be done as directed by and to the satisfaction of the County Roadmaster.

The permit hereby granted shall not become effective until there is filed by the grantee with the County Clerk a document satisfactory to the District Attorney accepting the terms and conditions hereof.

Dated the 25th day of January, 1926.

BOARD OF COUNTY COMMISSIONERS,

By A---------- M. Smith
Chairman

By E------- A. Taft
Commissioner

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

MULTNOMAH COUNTY, OREGON.

In the Matter of Granting Revocable Permit to the West Coast Power Company, a Delaware Corporation, to construct, maintain and operate an electric pole line and wires along the Columbia River Highway from Moffett Creek to the Town of Bridal Veil.

O R D E R .

It is hereby ORDERED by the Board of County Commissioners of Multnomah County, Oregon, that a revocable permit be, and the same is hereby granted to West Coast Power Company, a Delaware corporation, licensed and authorized to do business in the State of Oregon, and operating an electric light and power plant at Cascade Locks, State of Oregon, as lessee of and successor in interest to the Skamania Light & Power Company, a Washington corporation, and licensed to do business within the State of Oregon, hereinafter referred to as the grantee, to construct, maintain and operate an electric pole line and wires along the Columbia River Highway in Multnomah County, Oregon, from the bridge on said highway at Moffett Creek to the limits of the town of Bridal Veil, Multnomah County, Oregon, for the purpose of conveying electric power for light and power purposes to the inhabitants and the public and private corporations along said highway, desiring to use the same.

The Grantee shall file with the County Roadmaster complete plans showing the exact location within said Columbia River Highway of said proposed pole line and all proposed work, and no work hereunder shall be done until the county Roadmaster shall have approved said plans. Said pole line shall consist of 40 foot Cedar poles, placed approximately 175 feet apart and approximately 10 feet North of the Southerly boundary line over said right of way for carrying electric wires of 6600 volts of electric energy.

All work shall be done in a good and substantial manner, and all poles shall be placed under the supervision and to the satisfaction of the County Roadmaster. The grantee shall hold the County of Multnomah harmless from all damages resulting from the construction, operation or maintenance of said pole line and shall repair any and all damages done to said roadway in the construction of said line. The grantee shall file with the Board of County Commissioners a surety bond in the sum of $10,000.00, conditioned upon the payment of all damages suffered either by the said County or the traveling public during the construction of said pole line.

The permit hereby granted is revocable at any time at the pleasure of the said County Commissioners, and no expenditure of money thereunder or lapse of time or other act or thing shall operate as an estoppel against the County or be held to give the grantee any vested or other rights. Upon the revocation hereof, the grantee shall, within thirty days (30), remove all poles and appurtenances constructed under said permit, and shall put those portions of the roadway affected by such removal in a condition as good as are the adjoining portions of said roadway at the time of removal; all to be done as directed by and to the satisfaction of the County Roadmaster.

The permit hereby granted shall not become effective until there is filed by the grantee with the County Clerk a document satisfactory to the District Attorney accepting the terms and conditions hereof.

Dated the 25th day of January, 1926.

BOARD OF COUNTY COMMISSIONERS,

By A---------- M. Smith
Chairman

By E------- A. Taft
Commissioner

By Grant Phegley
Commissioner

RECEIVED
JAN 5 - 1951
FOR FILING

FZ-248(15)

3238

Salem, Oregon
January 3, 1951

Mr. J. M. Devers

I thank you for your comments relative to the claim of the Cascade Locks City Light Company for reimbursement for moving power lines. If you will please return the file I sent to you which includes the billing, I will notify the Company that its claim is not approved.

In the last paragraph of your letter you mention that the Columbia River Highway was a state highway when the two permits were issued in 1922 and 1926. The fact is that there were no state highways in Multnomah County until January 1, 1929. At that time the State Highway Commission took over from the County its interest in the Interstate bridge across the Columbia River, and on March 1, 1930 Multnomah County transferred to the State Highway Commission the Columbia River Highway from Portland to the Hood River County line. This means that prior to 1930 the highway was a link in the state highway system but was under the total jurisdiction of Multnomah County. That is why the permits were issued by Multnomah County.

W. C. Williams

WCW:ms

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. S. GLAISYER
SECRETARY

Jan. 2, 1951

Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have read your letter of December 27 relative to the claim made by the Cascade Locks City Light Company in connection with its line which occupies the right of way of the Columbia River Highway and required some protective attention during our construction activities.

It appears that this Company is the owner of lines formerly held by other companies, and which companies occupied the right of way by virtue of permits issued by Multnomah County. The Columbia River Highway has been a state highway for quite some time. I think it was a state highway on the date upon which the two permits were issued. The statute pursuant to which the Company is now and has been for some time occupying the right of way of the highway is, in my opinion, sufficient authority for a company such as the one under consideration to occupy the right of way of the highway without a permit. In other words, the legislature has said that such companies have a right and are given a right to occupy the right of way of a public highway, but it says that if the highway is a state highway, then the company must place its poles and facilities where the Highway Commission indicates, and must move them when the Commission so orders. The Commission may want the lines changed to a different location when it deems it expedient. Then, the law goes on to say that any fixture erected or remaining in a different location upon such highway than that designated by the Commission shall be deemed a public nuisance and may be abated.

I think that such facilities can be required by the Commission to protect their facilities when highway construction is going on. Of course, since such facilities are given a right to occupy the right of way of a highway, public authorities must not unreasonably or carelessly impair that right or destroy the facility, but I believe a requirement that the owner of the facility protect it while construction is going on is a reasonable require-

ment. The two permits you spoke of were issued, one on September 11, 1922, and the other, January 25, 1926. On those dates, the Columbia River Highway, as I understand the record, was a state highway, and I am unable to understand at this moment why Multnomah County was issuing permits. Anyway, I do not believe the Highway Commission is legally obligated to reimburse the Company, and I certainly would not at this time recommend to the Commission that we volunteer to pay the bill.

Yours very truly,

J. M. DEVERS

JMD:FRC

RECEIVED
DEC 1950
FOR FILING

Salem, Oregon
December 27, 1950

Mr. J. M. Devers

We have been presented with the claim which is attached hereto from the Cascade Locks City Light Company, said claim being in two parts, one part in the amount of $445.80 and the other in the amount of $697.73.

This is rather a complicated matter and probably will require some research work on the part of your staff. Briefly, the facts are as follows:

Some 30 years ago Multnomah County issued a permit to the Skamania Light and Power Company for occupancy of a portion of the right of way involved in this claim. Later Multnomah County issued a permit for an extension of the original permit, with some overlapping therein, to the West Coast Power Company, which had become a successor to the Skamania Light and Power Company. Some time later, the exact time our records do not reveal, the Cascade Locks City Light Company became the owner of all the properties formerly owned by the Skamania Light and Power Company and the West Coast Light and Power Company. The State Highway Commission has issued no permits for any occupancy.

We are informed that all of the lines involved in the billing occupied state highway right of way.

Prior to and during construction of the Dodson-Bonneville Section of the Columbia River Highway the Power Company was advised of the necessity of protecting its lines where located on state highway right of way. The Power Company apparently preferred to take a chance on repairing damage that might occur, rather than to move its lines to a safe distance from the reconstruction work. In this the Power Company was probably correct, as the two billings total some $1,140, whereas the reconstruction of its lines and subsequent replacement on the right of way after the new line was built would have probably entailed several times this amount.

It is my opinion that where the state highway right of way was being occupied by permit the Light and Power Company has no claim against the State. It is quite possible, however, that I am in error in this opinion, and I will appreciate your investigating and advising me as to your opinion in this matter. Mr. W. C. Crews of the Permit Department has the entire file on the issuance of permits, etc., which he will make available to you if you wish.

W. C. Williams

WCW:me
Encl.

cc Mr. W. C. Crews

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DEC 2 7 1950
FOR FILING

FORM E-30 SSM 8-50 46200

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1st, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

I hand you herewith bill from the Cascade Locks City Light in the amount of $697.73, accompanied by a full explanation from Mr. Skelton.

Inasmuch as their line occupied the State Highway right of way under permit, there would seem to be no reason for us to reimburse them for this expense.

Checking with Mr Crews

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

NOTED
W. W. STIFFLER

FORM E-80 25M 8-50 40800

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 28,1950

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith letter dated October 23rd from C. D. Reuterskiold, Superintendent of Cascade Locks City Light with which is attached statement for stand-by time and outages due to blasting by the contractor between November 1949 and October 15, 1950, amounting to $445.80, and statement of expense incurred due to highway construction from November 1949 to October 15, 1950, amounting to $697.73. These statements have been checked with the contractor and by Mr. Carl Peterson, our Resident Engineer.

Considerable difficulty has been experienced during this construction from the Cascade Locks City Light municipally owned transmission line throughout the project, particularly in getting them to expeditiously move their lines where these lines interfered with construction. This power line where it interfered with construction is on the right of way, and is covered by a permit issued to the West Coast Power Company. These lines were purchased by the City of Cascade Locks. During construction operations last summer, the contractor's representative contacted me and advised that Mr. Reuterskiold had objected to any further movement of their pole lines unless they would be reimbursed for their expense. I called Mr. Reuterskiold at that time, and advised him that his pole line must be kept out of the way of our construction, and that if he felt that he had a claim against the State that that claim should be presented with necessary supporting data, so I presume that this statement is their claim.

There are several items shown for State camp or State office, which cover moving their existing line to get it out of the way of the new roadbed. The only connection our field office has to do with this is that they do serve us, and the construction made some changes in their lines necessary, not only to take care of ourselves, but for their transmission lines going through the entire area. The work shown on the temporary line to the Bonneville Hatchery was occasioned by the necessity of moving their line to the south side of the highway at this location to keep away from our construction, and running a temporary line to serve

the Bonneville Hatchery. Their permanent service to the Bonneville Hatchery required moving one pole of this temporary line. This change in their line also required a new service connection to the Bonneville post office. As far as we can determine, there is nothing about this bill that should be any obligation of the State, as all of these changes were necessary to keep their lines in the clear of our construction, and in these cases their power lines were located on State Highway right of way under a normal permit.

As to the statement for labor charges for stand-by time and outages due to blasting by the contractor, there are two items, one shown under date of April 13, 1950 and one shown under date of October 10, 1950, which the contractor will refer to his insurance company. As to the balance of these charges, City Light elected to leave their line immediately adjacent to the construction work, rather than to move them on the right of way to a place they would have been free of damage. The cost of constructing a line south of our construction, but on the right of way would, of course, have been extremely high, due to the rugged terrane, and they apparently elected to take the danger of damage, rather than to move their line out of the way. Where the line was adjacent to the construction, they had personnel on hand to cut the power at the time of the blast, and then power was again cut in as soon as the blast was over, if damage had not been done to their line. This is particularly true of the blasting in the McCord Creek area, and also the blasting between McCord Creek and a short ways west of the Tanner Creek cut. At the Tanner Creek cut their line was considerably south of the new construction, and was not in danger.

I presume these should be referred to our Legal Department for their consideration as to whether or not the State is in any way obligated to reimburse Cascade Locks City Light for their expenses in connection with this construction contract.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: Carl A. Peterson

RECEIVED
NOV 29 1950
OFFICE OF
CONSTRUCTION ENGINEER

CITY LIGHT
CASCADE LOCKS, OREGON
BONNEVILLE DAM POWER NATURE'S FINEST WATER
BOTH MUNICIPALLY DISTRIBUTED

October 23, 1950

Mr. A. G. Skelton
Division Engineer
P. O. Box 4644
Portland 2, Oregon

Dear Sir: Re: Highway construction

Enclosed you will find two statements, as you stated at one time if we had any bills, to present them to the State Highway Commission.

We have segregated the bills according to time spent for stand-by and repairing from blasts, and itemized the cost of labor for temporary moves due to construction.

Yours very truly,

C. D. REUTERSKIOLD, Superintendent

CDR:MF

STATEMENT

Labor charges for stand by time and outages due to blasting by Contractor November 1949 to October 15, 1950.

December 16, 1950	Repair line due to blast by contractor		17 hrs.	$32.37
December 19, 1950	Stand by for blast by contractor		4 hrs	6.83
December 28, 1950	Stand by for blast by contractor		3 hrs.	5.46
January 9, 1950	Open line for blast by contractor		4 hrs	9.07
January 10, 1950	Stand by for blast and line outage		3 hrs.	6.27
January 11, 1950	Stand by for blast by contractor		2 hrs.	4.54
March 2, 1950	Blasting at Berger's "		8 hrs.	13.13
March 3, 1950	Line outages due to blast		4 hrs.	6.83
March 6, 1950	Blasting at Berger's Contractor		2 hrs.	3.71
March 7, 1950	Remove service for blast "		2 hrs.	3.41
March 8, 1950	Blasting at Berger's "		1 hrs	1.99
March 9, 1950	Blasting at " "		1 hr	1.99
March 13, 1950	Switching, Blast at McCord Creek	Contractor	1 hr	1.99
March 14, 1950	Stand by for Blast		1 hr	1.99
March 15, 1950	Stand by for blast		1 hr	1.99
March 20, 1950	Outage caused by Contractor		1 hr	2.50
March 22, 1950	Blasting at Berger's		2 hrs.	3.12
March 23, 1950	Blasting at Tanner Creek		3 hrs.	4.70
March 24, 1950	Blasting at Tannor Cr. and Berger's		4 hrs.	6.00
March 25, 1950	Blasting at Tanner Cr.		1 hr.	1.30
March 29, 1950	Blasting at Bergers		2 hrs.	3.65
April 4, 1950	Blasting at Berger's	Overtime	1½ hrs.	4.92
April 13, 1950	Line out 8 PM, contractor rolled boulder into pole, jumper broken at Moffit Cr, Blast at McCord Creek	Overtime	11 hrs.	42.99
April 20, 1950	Blast at Bonneville and McCord Cr.		2 hrs.	4.38
April 24, 1950	Blast at Warrendale		1 hr.	2.18
April 25, 1950	Blast at McCord Cr.		2 hrs.	4.38
April 26, 1950	Blast at Berger's and McCord Cr.		4 hrs.	7.51
April 27, 1950	Blast at McCord Cr.		2 hrs.	3.79

May 3, 1950	Blast at McCord Cr., dozer pushed rock on pole	part overtime	9½ hrs.	$ 16.35
May 3, 1950	Outage at Bridal Veil because dozer pushed rock on pole	Overtime	½ hr.	2.02
May 1, 1950	Remove line at McCord Cr. for Contractor		2 hrs.	3.40
May 5, 1950	Blasting at McCord Cr.		2 hrs.	3.16
May 9, 1950	Blasting at McCord Creek and Berger's		2 hrs.	3.71
May 11, 1950	Blasting at McCord Cr., line out because of Blast	Overtime	6 hrs.	15.06
May 12, 1950	Blasting at McCord Creek		4 hrs.	6.89
May 15, 1950	Blasting at Construction		1 hr.	1.99
May 17, 1950	Blast at McCord Cr.		2 hrs.	3.41
May 22, 1950	Blast at McCord Cr.		4 hrs.	6.93
May 23, 1950	Blast at McCord Cr.		2 hrs.	3.42
May 27, 1950	Open line, Blast at McCord		1 hr.	4.04
June 7, 1950	Repair line, after blast by Contractor at McCord Cr., and Bridal Veil....part overtime		17½ hrs.	[illegible]
June 8, 1950	Blast at McCord Creek		10 hrs.	16.98
June 12, 1950	Repair line, Contractor knocked pole down near old store	Overtime	7½ hrs.	26.34
June 13, 1950	Blast at McCord Creek		4 hrs.	8.44
June 13, 1950	Remove line for Contractor to fall tree, repair service as contractor ran through feeders with bed of truck up.	Part Overtime	13 hrs.	36.96
June 16, 1950	Blast at McCord Creek		6 hrs.	11.31
July 7, 1950	Repair service at Dodson--Contractor--Overtime		2 hrs.	8.08
July 24, 1950	Blasting at old homestead		2 hrs.	4.49
August 22, 1950	Repair service, refusing transferer--Overtime		3 hrs.	12.87
October 10, 1950	Contractor fell tree on line and rolled rock on pole		8 hrs.	16.49
	TOTAL HOURS AND EXPENSE		201½ hrs.	$445.80

STATEMENT

Expenses incurred due to highway construction from November 1949 to October 15, 1950.

November 23, 1950	Temporary line change due to construction	24 hrs.	$ 43.04
February 17, 1950	Returning equipment used for temporary work	8 hrs.	20.00
February 21, 1950	Dig holes at State Camp—temporary	8 hrs.	14.64
February 27, 1950	Set poles at State office—temporary	12 hrs.	26.63
February 28, 1950	Poles, towers, fixtures—temporary	48 hrs.	105.78
March 1, 1950	Hang transformers	16 hrs.	28.89
March 4, 1950	Changing line at State office, tempOvertime-	10½ hrs.	36.39
April 5, 1950	Dig holes, burn bursh on temporary line to Bonneville Hatchery	40 hrs.	72.00
April 6, 1950	Frame and set poles at Bonneville, dig anchor holes on temporary feed to hatchery	44 hrs.	87.69
April 7, 1950	Frame and set poles at Bonneville hatchery, string wire, dig anchor holes at "	56 hrs.	109.06
April 9, 1950	Frame and set poles, string wire at hatchery temp.	8 hrs.	17.50
April 18, 1950	Poles, towers and fixtures at Bonneville P.O.	1 hr.	1.57
April 19, 1950	Set poles, change service Bonneville P.O.	9 hrs.	18.77
April 4, 1950	Dig holes, anchors, at hatchery—temporary	17 hrs.	30.80
April 3, 1950	Dig anchor holes for temp. feed to hatchery	16 hrs.	31.40
May 29, 1950	Set poles at McCord Creek	8 hrs.	14.68
May 30, 1950	Change line at Dodson and McCord Cr. Overtime	8 hrs.	31.00
	TOTAL HOURS AND EXPENSE	333 ½ hrs.	$697.73

FI-248(15) Dodson-Bonneville Sec., 1950
Columbia River Hwy.
#3238 Folder # 2

RECEIVED
FOR FILING

FI-248(15)

December 12, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering the adjustment of water line on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 3238, in connection with Federal Aid Project No. FI-248 (15).

This work is necessary to rearrange the water system which was removed from the rock cut at Station 1726+25. Sketches of the proposed revision are attached to the order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:go

Encl.

RECEIVED
NOV 27 1950
FOR FILING

71-248(15)
32 7 V

November 17, 1950

Peter Kiewit Sons' Co.
8th & Douglas Streets
Longview, Wash.

Gentlemen:

The State Highway Commission, at its meeting on November 9, 1950, had under discussion your request for an extension of time of 273 days, from October 31, 1950 to July 31, 1951, within which to complete your contract No. 3238 covering structure, grading and surfacing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

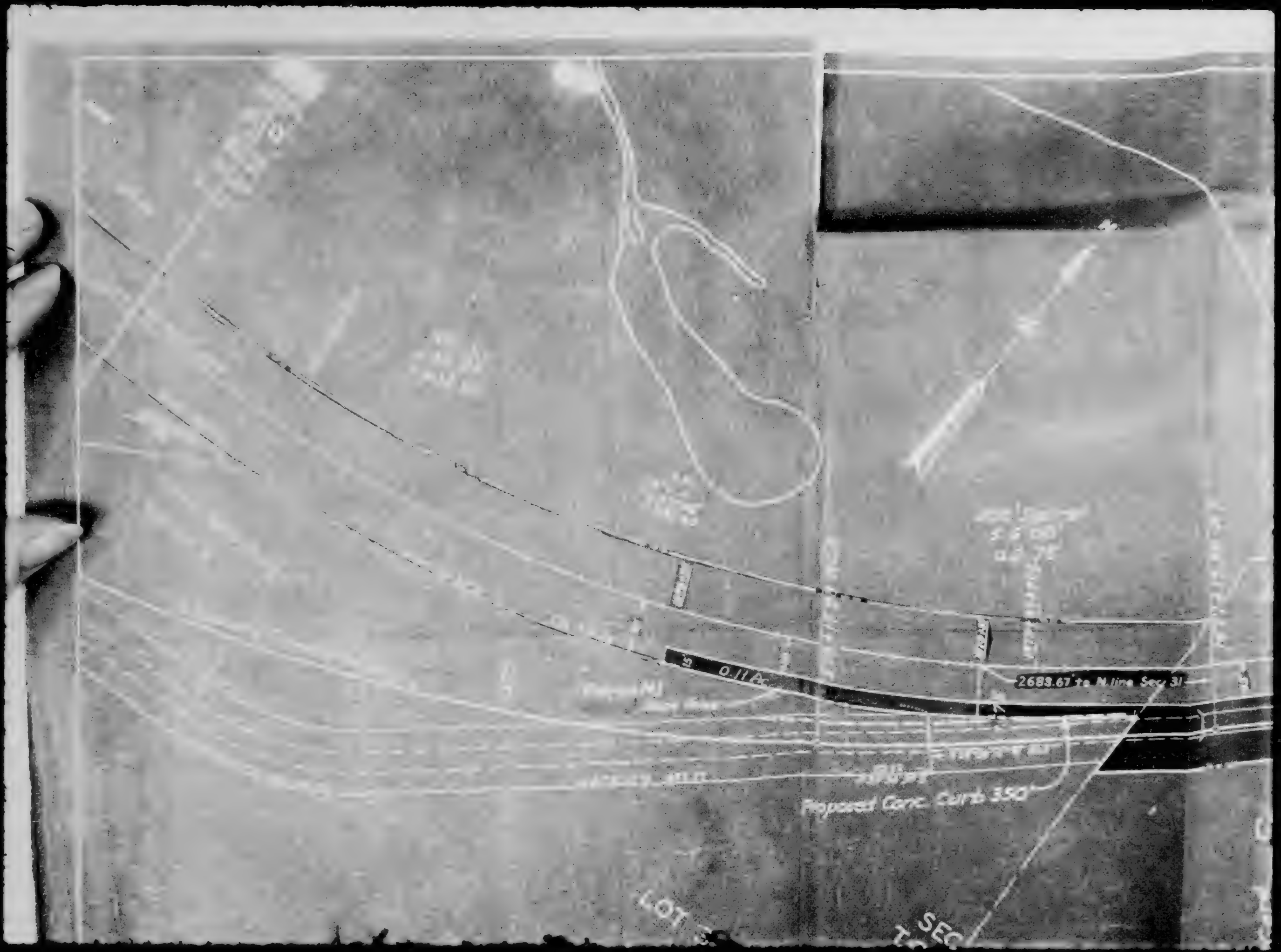
gl

cc: A. G. Skelton,
Division Engineer

Carl A. Peterson,
Resident Engineer

H. O. Smith

NOTED ON CARD
11-17-50 JC


0.11 Ac.
2683.67' to N line Sec 31
Proposed Conc. Curb 350
LOT
SEC

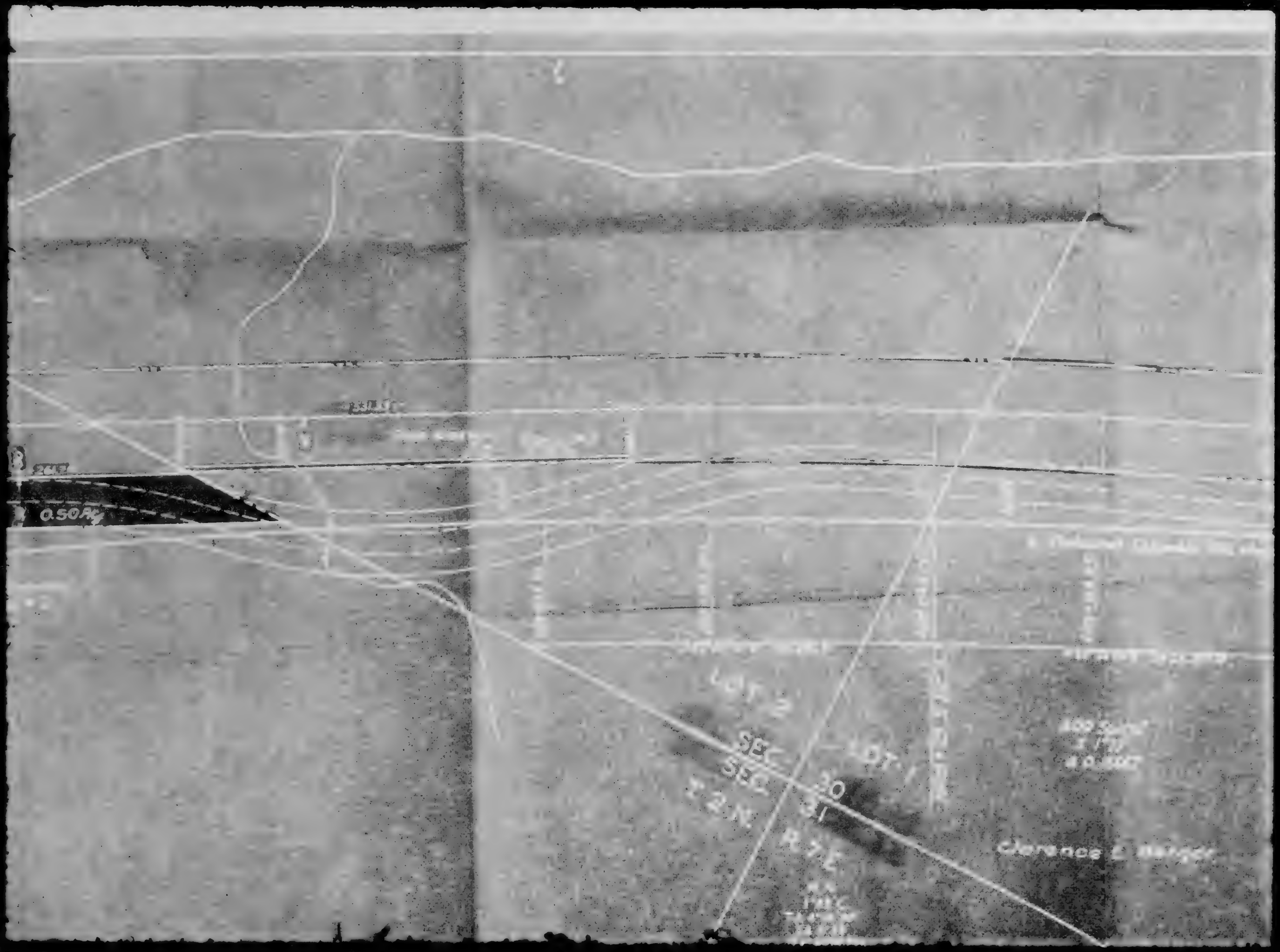
COLUMBIA
N48°51'10"E
1.60 Ac
-526.3'
2688.67'
10'
SEC

I D I A R I V E R

1.60 Ac

Existing

38.67
38.67
0.50 Ac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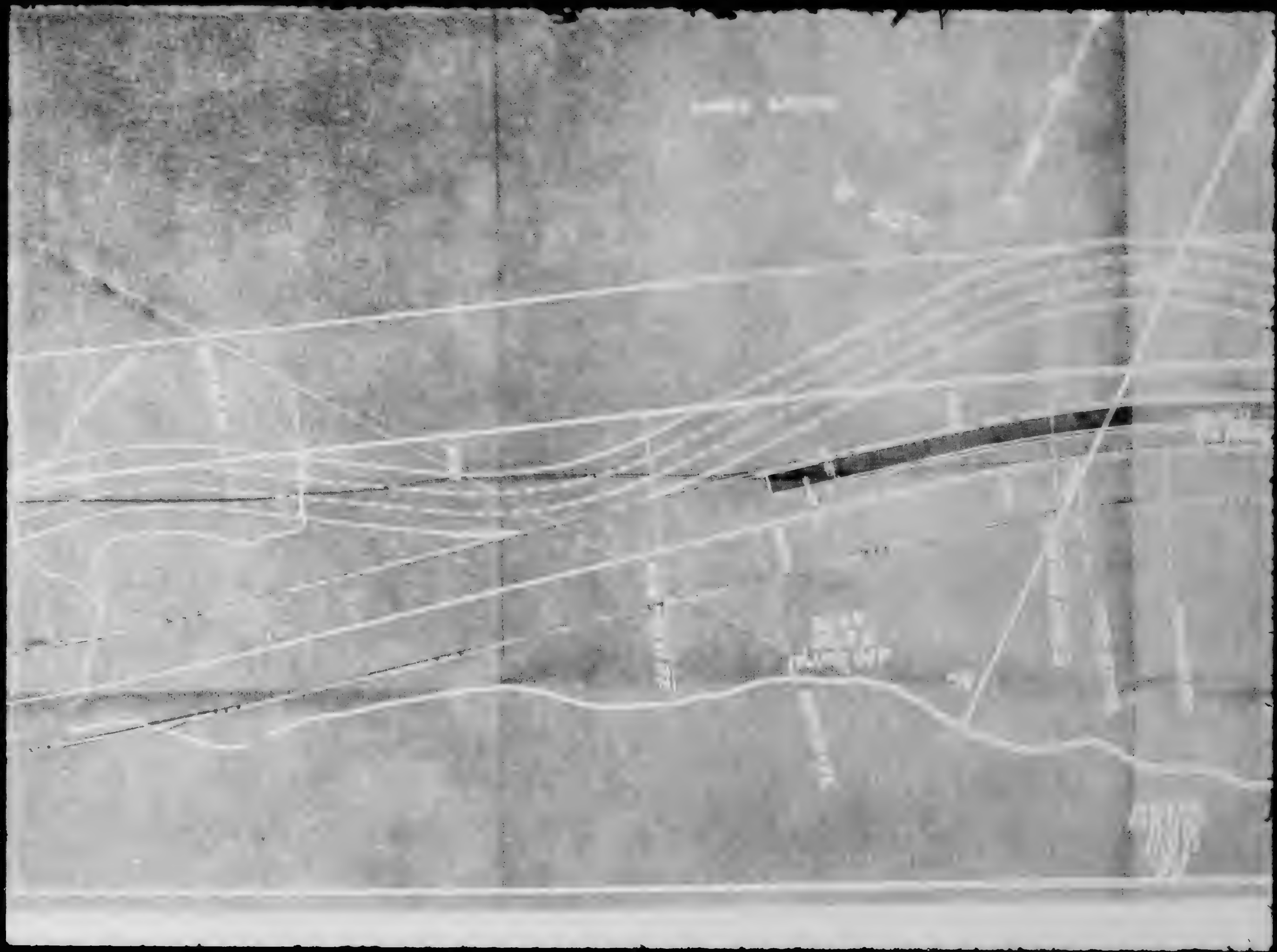
SEC
SEC
30
31
T 2 N.
R 7 E
Clarence E. Berger

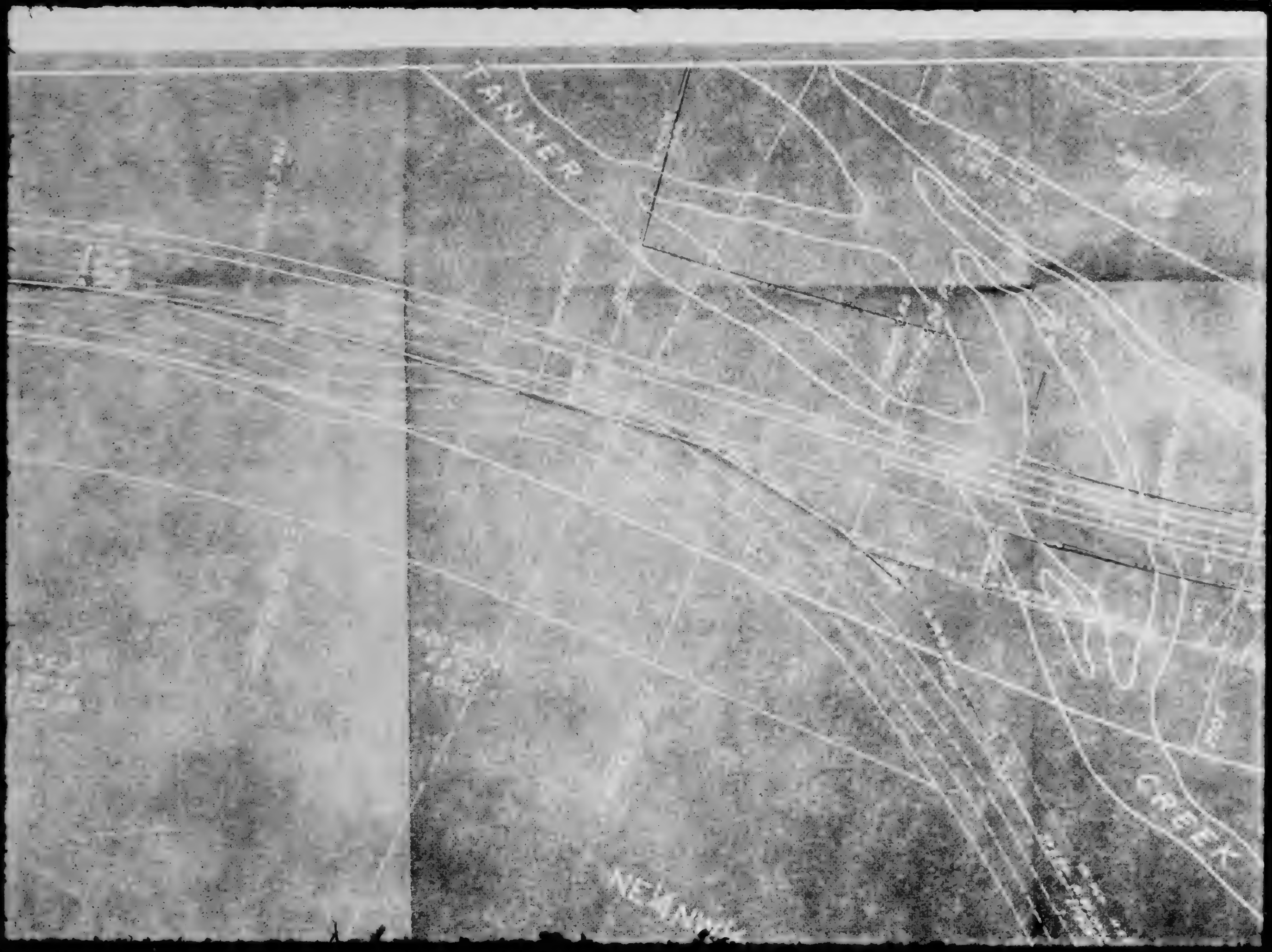
COLUMBIA RIVER



BONNEVIL

area

BONNEVILLA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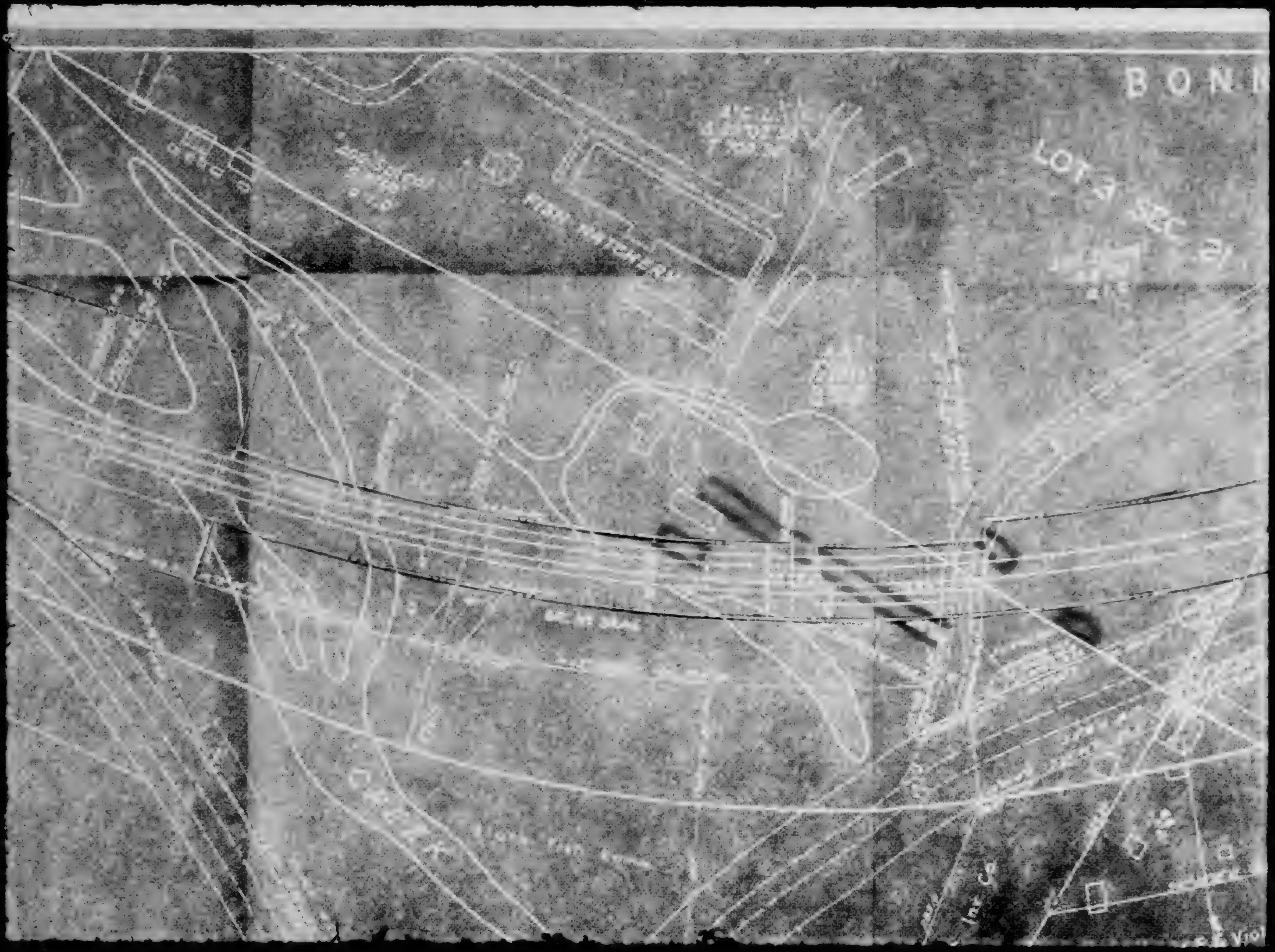
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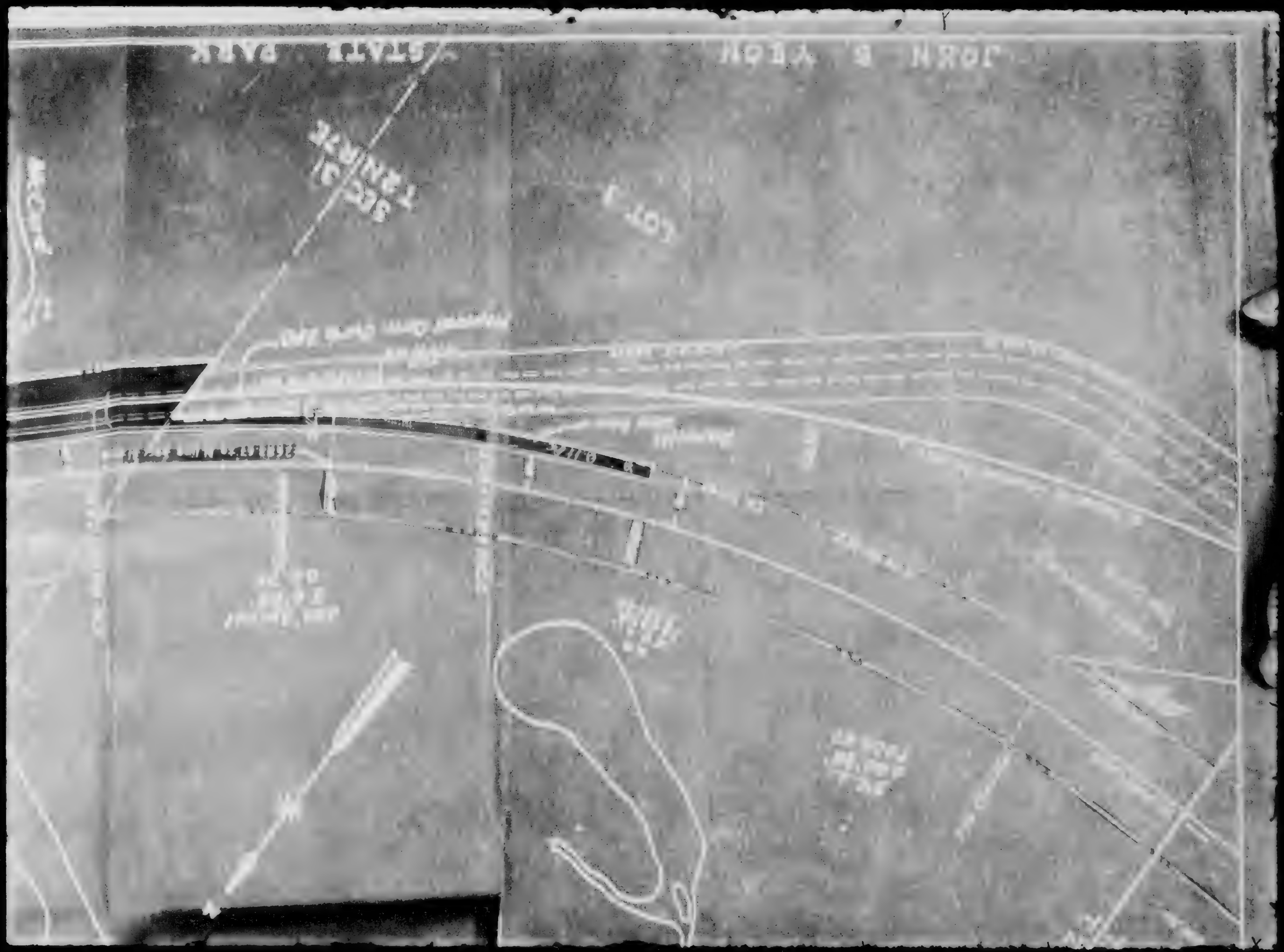
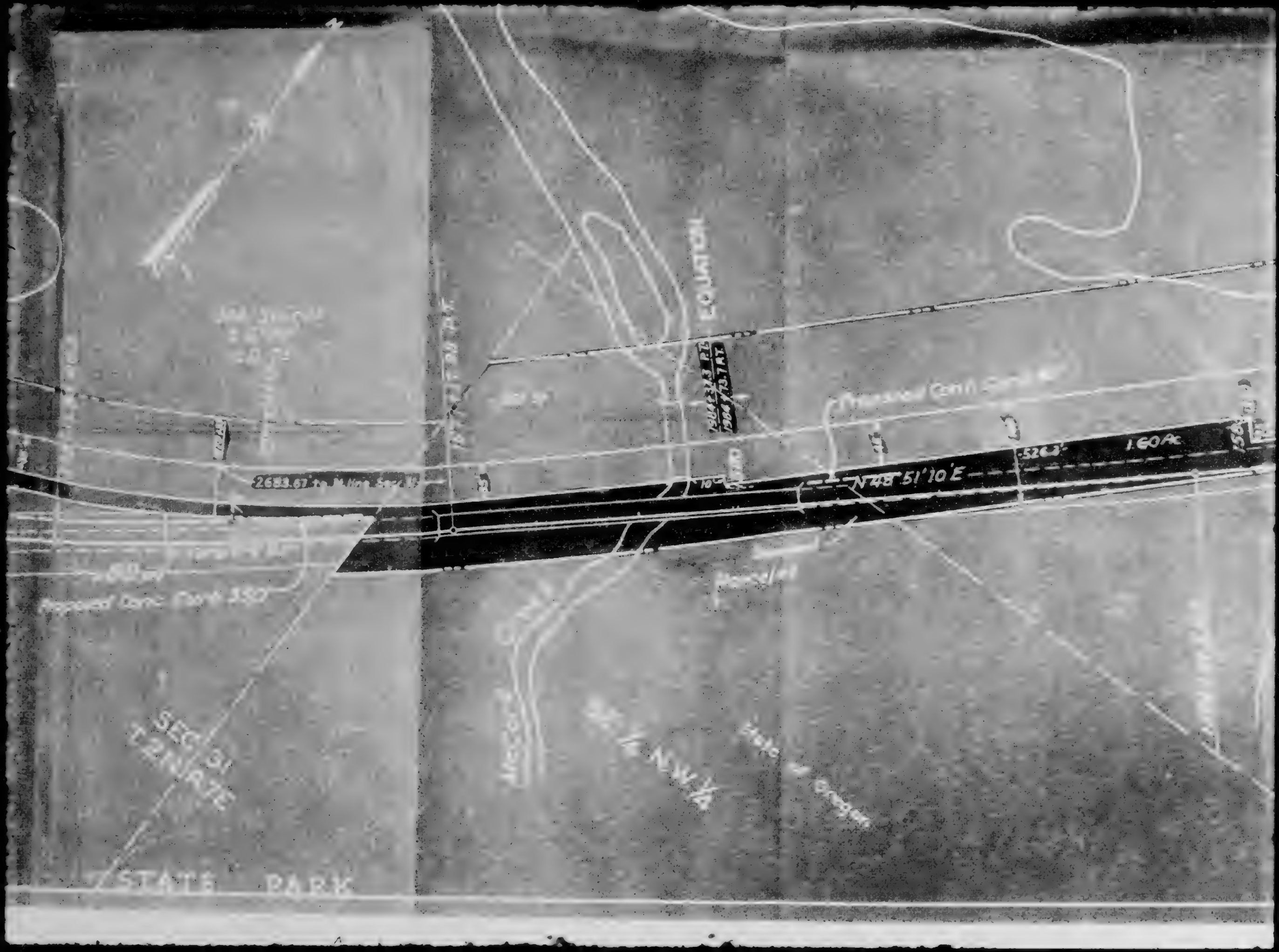
LOT 4 SEC 27
Lot 3
Lot 2
Lot 1

BONNEVILLE

Lot 3

Sec 2




N48°51'10"E
1.60Ac
2683.67' to N Line Sec 31
Proposed Bank Park 350'
SEC 31
T.2N.R.1E
STATE PARK
Willamette Meridian
Willamette River
Meridian
Oregon
N.W.¼

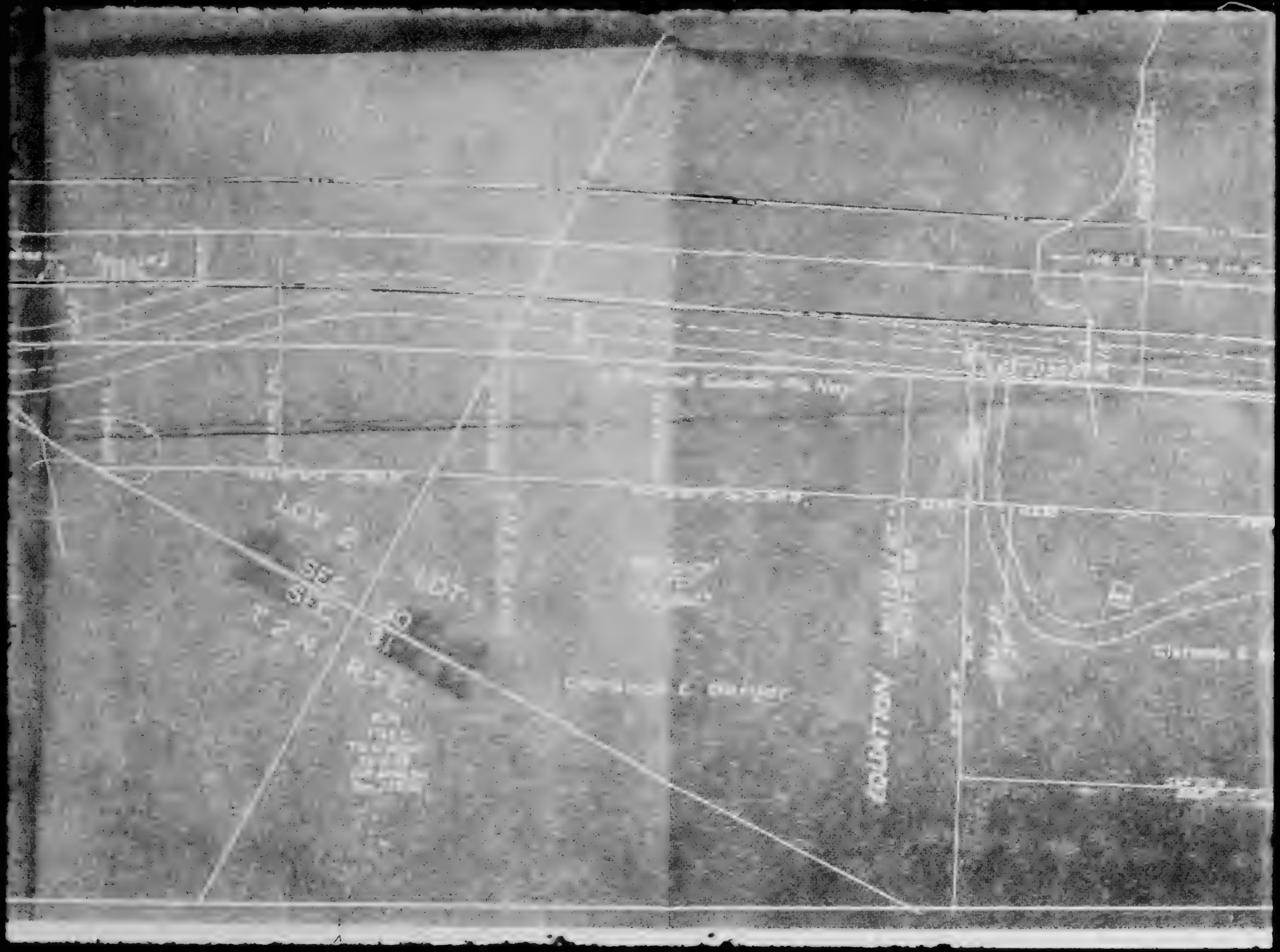
Existing

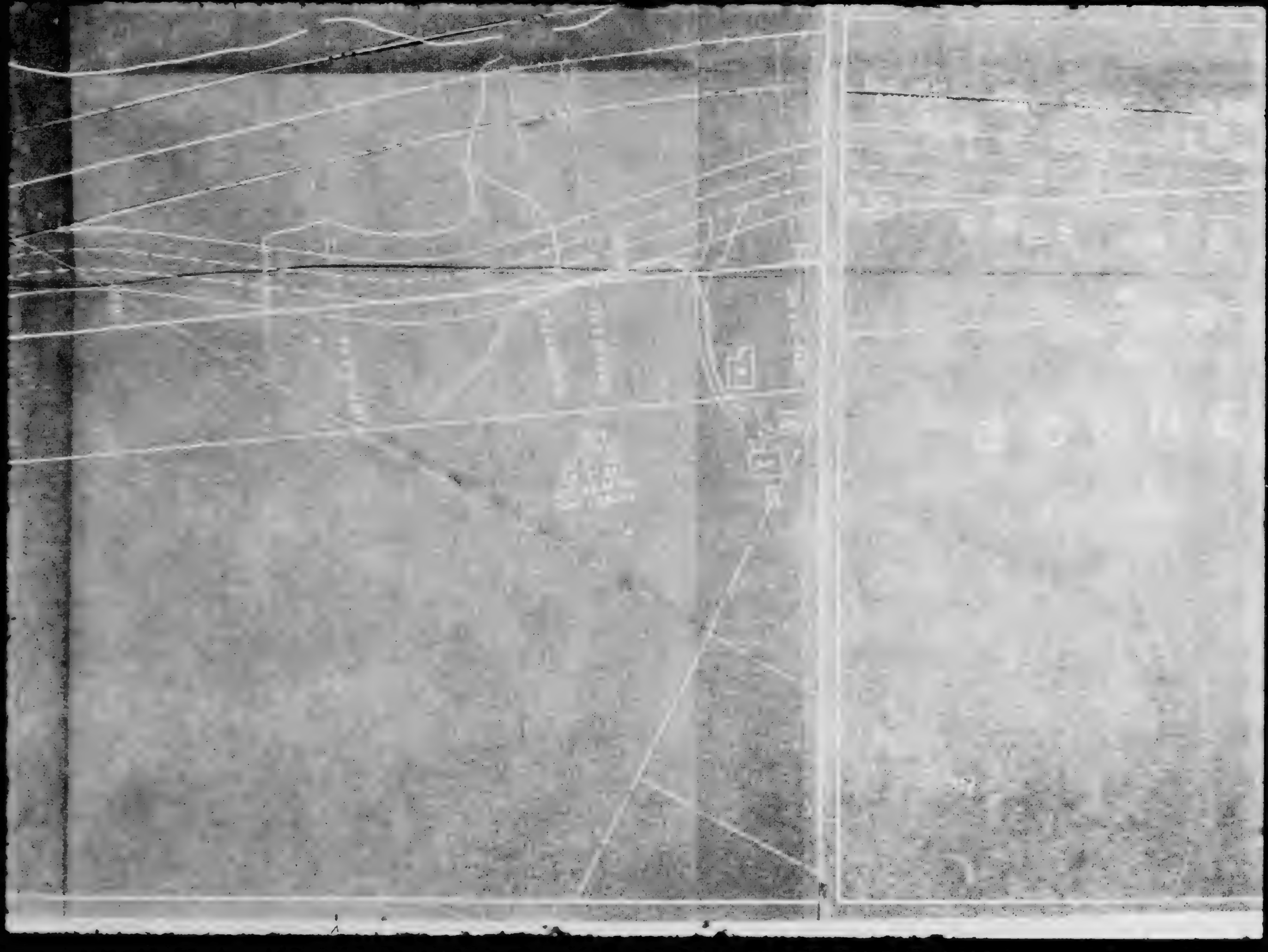
1.60 Ac

52 Ca

10' E

38.67
R 0.50 Ac





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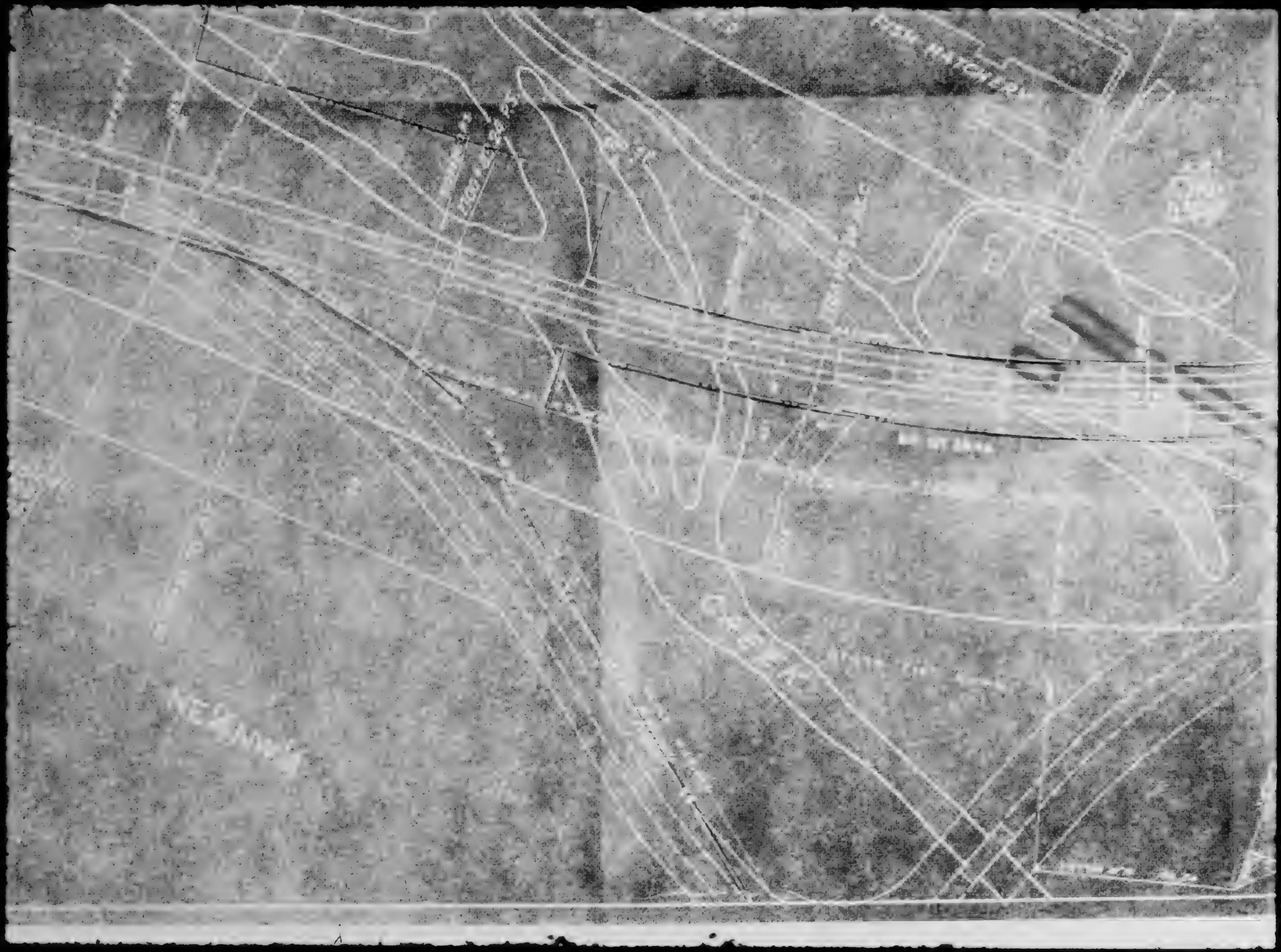
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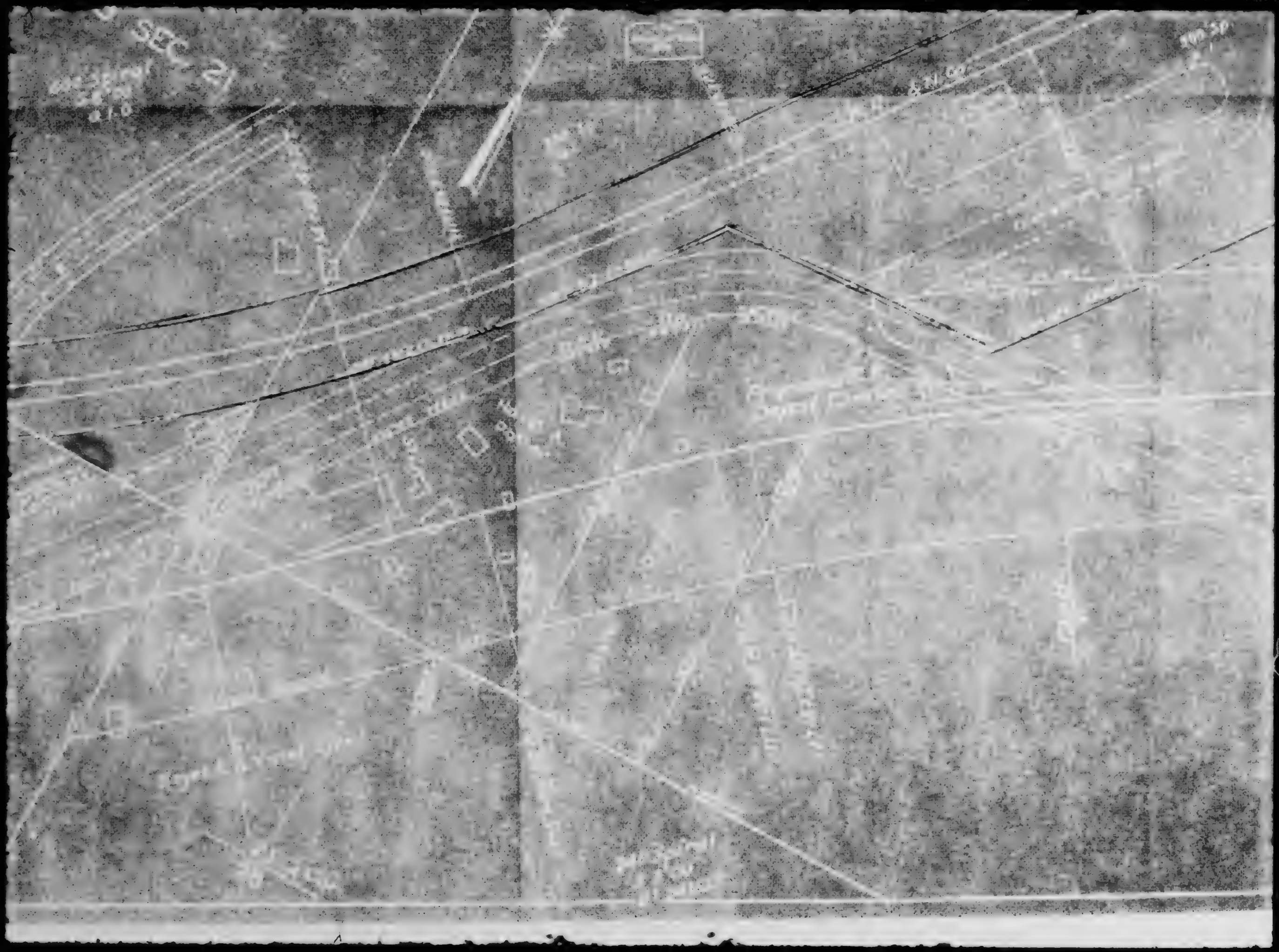

Exhibit "A"

Attached to and made a part of
Deed dated [illegible]
from [illegible]
to [illegible]

Re: Easements necessary to
effect alignment heretofore approved
for relocated Colorado River Highway
Scale: 1" = 100'

Office of Chief Engineer
Denver, Colo., Oct. 27, 1949
S.H. [illegible], Div. Surveys

* L E G E N D *

Easement areas to be granted
to State for highway tinted ....Yellow
Slope areas tinted . . . . . .Green
R.R.right of way outlined . . . . . Red
Rev. Nov. 23, 1949

RECEIVED
NOV 2 - 1950
FOR FILING

71-248(15)
3238

October 30, 1950

Request for extension of time
No. 1
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Peter Kiewit Sons' Company for an extension of time on Contract No. 3238, Dodson-Bonneville Section, from October 31, 1950 to July 31, 1951.

The awarding of this contract was held up 30 days for completion of right of way settlements, which caused the contractor to lose most of the good working weather during the month of October of 1949. An abnormal amount of snow fell during the spring months which caused some delay. The contractor on the Tanner Creek bridge was slow, requiring the prime contractor to reduce his excavation operations between September 1 and September 21. The rigid control exercised by the railroad company over the contractor's blasting operations also created some unexpected delays.

I would recommend that the extension be granted without penalty, and Mr. T. H. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
OCT 25 1950
FOR FILING

FORM 3010
5-50-2M

UNION PACIFIC RAILROAD COMPANY

FI-248(15)
3228
L. W. ALTHOF
DISTRICT ENGINEER

DEPARTMENT OF OPERATION

851 PITTOCK BLOCK
PORTLAND 5, OREGON

October 23, 1950

585

NOTED
W. C. WILLIAMS

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. M. Schoenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that October 17, 1950, property of said Railroad Companies just west of Bonneville, Oregon, was damaged by slides of earth, rocks and debris caused by operations of the highway contractor, Peter Kiewit Sons Company, in that area. We expect to present claims for these damages when the amount of damage is determined.

Please acknowledge receipt of this notice.

Yours truly,

L. W. Althof

RECEIVED
OCT 24 1950
OREGON
STATE HIGHWAY COMMISSION

cc: Peter Kiewit Sons Company
Corner 8th & Douglas
Longview, Washington

cc: Oregon State Highway Commission
Attn: R. H. Baldock, State Highway Engineer
Salem, Oregon

RECEIVED
OCT 19 1950
FOR FILING

71-248(15)
3231

October 18, 1950

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3236, Dodson-Bonneville Section of the Columbia River Highway, Ore. FH 248 (15) from October 31, 1950 to July 31, 1951 to Peter Kiewit Sons' Company, Contractors.

Award of this contract was held up 30 days for completion of right of way settlements which caused the contractor to lose most of the good working weather during the month of October of 1949. An abnormal amount of snow fell during the spring months which caused an additional delay. The structure contractor on the Tanner Creek Bridge was slow, forcing the prime contractor to reduce his excavation operations between Sept. 1 and Sept. 21. The rigid control of shooting which was required by the railroad company also created a certain amount of delays.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
OCT 17 1950
FOR FILING

FI-24463
3224

October 13, 1950

The Pacific Telephone and Telegraph Company
Portland, Oregon

Attention: Mr. R. E. Anderson
General Plant Engineer

Gentlemen:

This letter is your authority to make such changes in your facilities at the Bonneville traffic interchange, particularly Highway Station 3+17, as are necessary to permit reconstruction of the Columbia River Highway according to existing plans. You will be reimbursed for the actual cost of your work as such work involves rearrangement on your own right-of-way easements.

Such reimbursement will be made upon proper authority.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. M. H. Hawks
Mr. H. G. Smith
Mr. A. G. Skelton

...VISED 6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
PORTLAND
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

October 11, 1950

IN REPLY PLEASE
REFER TO FILE NO.

The Pacific Telephone & Telegraph Co.
Portland, Oregon

NOTED
W. C. WILLIAMS

Attn: R. E. Anderson
General Plant Engineer

Gentlemen:

Reference is made to your letter of October 6, 1950 in regard to anticipated work on your cables, particularly at highway Station 3/17 on the "D" leg at Bonneville on the Dodson-Bonneville Project. It was necessary for you to lower your cable for a distance of approximately 50 feet, and you requested authorization for billing us for the actual cost of the work involved on your right of way easements.

Under date of October 28, 1949 Mr. W. C. Williams wrote you, authorizing you to make certain rearrangements of your cable lines on this section. Apparently the location of the work mentioned above was not included in this authorization. I am forwarding your letter to the Salem office, with the request that you be authorized to perform the work mentioned in your letter, and bill us for the actual cost, that you estimate to be approximately $1500.00.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:v
cc: W. C. Williams ✓
H. G. Smith

RECEIVED
OCT 16 1950
FOR FILING
FORM E-BOX 3-50 40301

FI-240 (5)
325

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 11th, 1950

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTE:
W. C. WILLIAMS

Dear Sir:

I am forwarding herewith letter dated October 6th from R. E. Anderson, Plant Engineer of the Pacific Telephone and Telegraph Company, requesting authorization to bill us for the cost of lowering their cables where it involves their right of way easements, as listed in their letter. This lowering of their line was done at our request, and is necessary for the proper construction of the "D" leg.

Under date of October 28, 1949, Mr. W. C. Williams wrote to The Pacific Telephone & Telegraph Company, authorizing them to make rearrangements of their lines in the Dodson-Bonneville section at three locations, and to bill us for the cost of this work. The rearrangement of their cable near Station 3+17 on the "D" leg was not included in this, and it is requested that The Pacific Telephone & Telegraph Company be authorized to do this work, and bill us for the cost thereof.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Carl Peterson

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
OCT 16 1950
FOR FILING
FORM E-80X 15M 5-50 40201

FI-24F(5)
3134

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 11th, 1950

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTE:
W. C. WILLIAMS

Dear Sir:

I am forwarding herewith letter dated October 6th from R. E. Anderson, Plant Engineer of the Pacific Telephone and Telegraph Company, requesting authorization to bill us for the cost of lowering their cables where it involves their right of way easements, as listed in their letter. This lowering of their line was done at our request, and is necessary for the proper construction of the "D" leg.

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Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Carl Peterson

RECEIVED
CONSTRUCTION ENGINEER

C
O
P
Y

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, October 6, 1950

Oregon State Highway Department
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Attention: Mr. A. G. Skelton

Gentlemen:

This letter has reference to anticipated work in cables of The Pacific Telephone and Telegraph Company due to proposed highway operations along the Upper Columbia River Highway in the vicinity of Bonneville, and is in accordance with conversations between Highway and Telephone Company Engineers on this subject.

At the new Highway Station 3+17 on the "D" leg, it is necessary to lower our cable for a distance of approximately 50'. For the above involvements, our right of way easements are as follows:

Our File #395- Noyes, E. & Violet Tyrrell, Book 468, Page 578, Multnomah County Court House.
Our File #104- Hazel A. Potter Book 56 Page 477, Multnomah County Court House

Due to the fact that much of the digging will be in solid rock, it is estimated that the work as outlined in this letter will cost approximately $1500.00.

In consideration of the above facts may we have your authorization to bill you for the actual cost of the work involved.

Yours very truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

R. E. ANDERSON
GENERAL PLANT ENGINEER

R. E. Anderson (Sgd.)
General Plant Engineer

DEW:mb
RO #50599-CWO

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 9, 1950

FI-248(15)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-248(15)
Dodson-Bonneville

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

1946)

CO CO R8 152

State Oregon

Federal-aid Project No. FI-Cl2(15)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18 day of May, 19 40,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of March, 19 40, a program, which was approved on the 6th day of May, 19 40, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of September, 19 40; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eight hundred eighty-three thousand and 00/100

dollars ($ 883,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1150+50 in NW 1/4, Section 2, T. 1 N., R. 6 E., W.M., and survey station 1737+00 in SE 1/4, Section 21, T. 2 N., R. 7 E., W.M., without exception,

, length 5.378 miles, in Multnomah County, being Oregon Federal-aid project No. FI-0[illegible](15), consisting of 5.182 miles of roadway and four bridges, each of more than 20 feet clear span, 0.196 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

10—11870-2

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eight hundred eighty-three thousand and 00/100 dollars ($883,000.00), which does not exceed the authorized Federal pro rata share of one million, four hundred seventy thousand, nine hundred sixteen and 97/100 dollars ($1,470,916.97), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said Oregon State to receive public funds of the State of

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By _____
Chairman, State Highway Commission

(Title of officer)

By _____
Member, State Highway Commission

(Title of officer)

By _____
Member, State Highway Commission

(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Public Roads Administration.

STATE HIGHWAY ENGINEER

Attest _____
SECRETARY

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

MAY 1 1950 OREGON DIST.

RECEIVED
OCT 3 1950
FOR FILING

FI-248(1S)
L. W. ALTHOF
DISTRICT ENGINEER
503

FORM 2010
5-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

September 27, 1950

551 PITTOCK BLOCK
PORTLAND 5, OREGON

505

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. M. Schoenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on September 25, 1950, and again on September 26, 1950 property of said Railroad Companies at Bonneville, Oregon was damaged by slides of earth, rocks and debris caused by operations of the highway contractor, Peter Kiewit Sons Company, in that area. We expect to present claims for these damages when the amount of damage is determined.

Kindly acknowledge receipt of this notice.

Yours truly,

L. W. Althof

cc: Peter Kiewit Sons Company
Corner 8th & Douglas
Longview, Washington

cc: Oregon State Highway Commission
Attn: H. H. Baldock, State Highway Engineer
Salem, Oregon

RECEIVED
SEP 18 1950
FOR FILING

FI-248(15)

September 15, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 12th, stating certain limitations and conditions under which BPR approval is given the agreement between the State and the Union Pacific Railroad Company concerning the encroachment on railroad right of way by the Deschutes-Bonneville Project, Project FI-248 (15).

The limitations and conditions stated therein have been noted and are hereby consented to.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Assistant State Highway Engineer

MCW:cw

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

September 7, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' August 24th letter transmitting agreements between the State and the Union Pacific Railroad Company concerning encroachment on the railroad right of way in connection with Oregon Project FI-248(15), Dodson-Bonneville Section.

The agreement dated November 15, 1949 cannot be approved unconditionally.

Section 4(a) provides that the railroads and utility companies shall not be limited to items reimbursible under General Administrative Memoranda Nos. 299 and 300. Our approval must, therefore, be subject to Federal participation being limited to such items.

Section 7(b) provides for insurance covering railroad work in accordance with Works Program General Memorandum No. 32. However, in view of section VIII, H, of General Administrative Memorandum No. 299, a showing should be made that the railroad is not normally a self-insurer, if that is the case, or that unusual hazard will be involved, if so. Otherwise the cost of the insurance cannot be included in the basis of Federal participation.

The agreement dated February 9, 1950 appears satisfactory, providing for no work by the railroad or utilities. However, if adjustment of any wire lines, etc., is found to be necessary, there may be a question as to its eligibility for Federal participation.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

RECEIVED
SEP 8 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1950
FOR FILING

FI-248(15)
3258

September 7, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' August 24th letter transmitting agreements between the State and the Union Pacific Railroad Company concerning encroachment on the railroad right of way in connection with Oregon Project FI-248(15), Dodson-Bonneville Section.

The agreement dated November 15, 1949 cannot be approved unconditionally.

Section 4(a) provides that the railroads and utility companies shall not be limited to items reimbursible under General Administrative Memoranda Nos. 299 and 300. Our approval must, therefore, be subject to Federal participation being limited to such items.

Section 7(b) provides for insurance covering railroad work in accordance with Works Program General Memorandum No. 32. However, in view of section VIII, H, of General Administrative Memorandum No. 299, a showing should be made that the railroad is not normally a self-insurer, if that is the case, or that unusual hazard will be involved, if so. Otherwise the cost of the insurance cannot be included in the basis of Federal participation.

The agreement dated February 9, 1950 appears satisfactory, providing for no work by the railroad or utilities. However, if adjustment of any wire lines, etc., is found to be necessary, there may be a question as to its eligibility for Federal participation.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

Williams.
original sent to Portland

RECEIVED
SEP 25 1950
FOR FILING

FI 248 (15)

August 24, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover for copies each of two agreements with the Union Pacific Railroad Company concerning encroachment on their right of way in connection with the construction of the Dodson-Bonneville Section, Project No. FI-248 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMS:cw

Encl.

RECEIVED
AUG 25 1950
FOR FILING

FORM 2010
2-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER
FI-248 05
3339

August 22, 1950

881 PITTOCK BLOCK
PORTLAND 5, OREGON

585

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

NOTED
W. C. WILLIAMS

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. M. Scheenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on April 13, 1950, property of said railroad companies between Bonneville and Dodson, Oregon, was damaged by blasting of the contractor, Peter Kiewit Sons Company, when blast knocked down one (1) Union Pacific pole wrecking five (5) signal control wires and one (1) Western Union wire. We expect to present claims for these damages when the amounts of damage is determined.

Kindly acknowledge receipt of this notice.

Yours truly,

L. W. Althof

cc: Peter Kiewit Sons Company
Corner 8th and Douglas
Longview, Washington

cc: Oregon State Highway Commission
Attn: R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 2 1950
FOR FILING

91-248 (15)
II 3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21st, 1950

1957
1974

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

L

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignments #1974 and 1957, herewith report of L. E. Scott, Geologist, on the endeavor to analyze the relative jar at the Moffett Creek slide from blasting versus the passing of trains. His report indicates that no equipment is available which will make this comparative test, as the falling pin seismograph set of the Atlas Powder Company is too insensitive.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-80 25M 8-50 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1950

SUBJECT: Falling Pin Set Tests

To: Mr. H. G. Smith
Construction Engineer

O F F I C E

Dear Sir:

Re the assignment to experiment with the falling pin set (a crude seismograph) I borrowed from the Atlas Powder Company for use on the Moffet Creek Slide. Experiments show this devise to be too insensitive to give the type of comparative information I was trying to obtain in regard to the different intensities of vibrations from blasting and from freight trains and their effect (?) in causing the recent slide.

The pin set-containing five one-quarter inch steel rods of various lengths which are balanced on end on a leveled glass baseplate showed no movement when placed on the present highway shoulder in the slide mass. I drove a three foot steel pin into the ground for a better contact and balanced one end of the base-plate on it. Still no movement from heavy freight trains. Though there is a definite feeling of vibration and much window rattling at the Resident Engineer's office, there was no movement of the pins when placed on the bluff above the tracks opposite the office.

In regards to blasting, the device was equally insensitive. The nearest shot to the slide was 225 pounds of 40% gelatine powder at 1500 feet. Last week a shot in the same geologic formation and with the same type of powder was recorded. The instrument was placed 1340 feet away from a 900 pound shot; only one pin was observed to even wobble. I also tried 82 pounds of mixed 40% and 60% gelatine powder in solid, but weathered, basalt, a much better shock wave conductor, with no results.

My conclusion is that this instrument is too insensitive to obtain the required information. However, it is the correct type of instrument to give a comparative reading, which the borrowed

seismograph we have is not. To obtain comparative values a seismograph would have to be built patterned after the large fixed type found at colleges and observatories.

Respectfully submitted,

Lewis E. Scott
Geologist

LES:es

ASSIGNMENT

No 2new
By _____

, 1950

Description: ~~XXXX~~ Your letter of June 22 (Assignment No. 1957 attached) stating Mr. L. E. Scott, Geologist, has contacted the Atlas Powder Company with regard to making an investigation to test vibrations from various sources relative to slide

Acknowledged by _____ Referred to Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 8-22-50 mc Report received _____

Remarks: Please make report after tests are completed.

WCW

FORM E-30 REM 1-50 87088

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22nd, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

In regard to Assignment #1957, Mr. L. E. Scott, Geologist, has contacted Mr. Foster of the Atlas Powder Company, who has a machine to test the vibrations caused by shooting, and they will make an investigation next week to test the vibrations from various sources, such as trains, shooting etc.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JUN 29 1950
OFFICE OF
CONSTRUCTION ENGINEER

June 20, 1950 ASSIGNMENT No. 7 wcsr

By ____

Description: Mr. Devers' letter of June 9, 1950 re slide on Columbia River Highway. Mr. Smith's letter of June 9, Mr. Shelton's letter of June 8, and Carl Peterson's letter of May 30, attchd.

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation re paragraph 4
Return with rough draft of reply
Please prepare for _____ signature

Assignment executed 6-23-50 me Report received _____

Remarks:

FORM S-90 REV 6-49 32008

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

Dear Mr. Williams:

I have just read your letter of the eighth to which you attach a copy of Mr. Althof's letter to the Employers Mutual Liability Insurance Company relative to the recent slide which involved the state highway and the Union Pacific Railroad.

There is nothing which the Highway Department need do at this time insofar as contacts with the Union Pacific Company is concerned, for no claim has been filed, and no blame has sofar as we know been placed on the Commission.

However, I do recommend that we make an exhaustive study of all physical conditions to determine, if possible, the cause of the slide. You will remember that Mr. Hodge, who made a study for us of the Oneonta Slide, claimed that the cause of that slide was vibrations caused by railway movements. In other words, the heavy freight train movements, he said, caused a vibration, the influence of which extended into the hillside.

I think we should procure a seismograph and make frequent tests with respect to any vibratory action caused by railway trains at that place and other places. In other words, I think that now we should be getting all the physical facts we can, but we need not communicate in any way with the railroad company or leave any impression that we think there is a liability on the state. The information we may gather will be helpful in the event our contractor is sued. If he is innocent and blameless we should be ready to protect him.

I thank you for your letter.

Very truly yours,

NOTED
W. C. WILLIAMS

J. M. DEVERS

JMD:NH

RECEIVED
JUN 21 1950
OFFICE OF
CONSTRUCTION ENGINEER

FORM H-20 2SM 1-50 37595

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

I hand you herewith further report of Messrs. Skelton and Peterson on the slide.

I have asked Mr. Skelton to make a more comprehensive report setting side by side the record of the slight movements and on comparable dates the action of the contractors. It would appear that no work had been done in this area except clearing when the first distortion was noticed, and I would recommend that we wait for the more complete verification before we use this to establish our rebuttal.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

1950
FILING
Litigation

Salem, Oregon
June 8, 1950

Mr. J. M. Devers

I hand you herewith a copy of a letter under date of May 29, addressed to the Employers Mutual Liability Insurance Company by L. W. Althof, District Engineer, Union Pacific Railroad Company. You will note in this letter that the Railroad Company is intimating that the slide which occurred on the Upper Columbia River Highway on May 25 was a result of the contractor's operations.

For your information, I wish to advise you that it is our opinion that any work performed by Peter Kiewit Sons Company was in no manner responsible for the slide. This particular slide had been giving indications of moving for several months and before any excavation work had been performed by Peter Kiewit. Resident Engineer Carl Peterson noted the movement several months ago, and he determined from his base line that the slide had moved .056 feet, slowly, during several months preceding the main slide. The Railroad Company was aware of this, and the Division Engineer for the Railroad Company had even found it necessary to keep the railroad tracks jacked into alignment during this period of time.

On May 25, 1950, at approximately 9:00 P. M., the main slide occurred; however, the main slide was preceded by a movement of about one foot, occurring gradually during the preceding 12 hours.

The Railroad Company has not as yet indicated that the Highway Commission was in any manner responsible for the slide. Should the Railroad Company do so, any such allegations should be vigorously and emphatically denied and resisted to the utmost. This slide, which is an old one, can be motivated by nature, and no one can determine when or if movement in such an area may occur.

It would not seem that any action should be taken in the matter now, but I wish to bring the matter to your attention so that we can be prepared to deny any responsibility for the slide, either on behalf of the State Highway Commission or on behalf of its contractor, Peter Kiewit Sons Company.

I would suggest, in order that you have full information in this matter, that either you or one of your assistant counsels make a personal inspection of the slide area on the ground with Division Engineer Skelton and Resident Engineer Peterson.

WCW:ms

W. C. Williams

Encl.

FORM S-30 3M 8-49 84058

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 8, 1950

SUBJECT: Slide West of Moffett Creek
Columbia River Highway

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith copy of Carl A. Peterson's report of May 30th on the slide just west of Moffett Creek. This report briefly covers the period from about the middle of February when a few minor cracks were noticed in the existing pavement opposite Station 1630 of the new highway until the time when the general slide occurred on May 25th. Attached to Peterson's report is a record of readings on the base line that Peterson placed on the Union Pacific Railroad track on March 17th. This line was placed immediately below our slide area.

Peterson didn't tie this into the contractor's operations. However, he has furnished me with the following information: In October, 1949 Peter Kiewit Sons Company started their operations on this contract, particularly in clearing. The clearing of this slide area was completed by the end of the year. Grading in the slide area was started on about April 19th and was completed, except for sloping and so forth, by about the end of the first week in May.

You will note that the first movement was noted on the base line on April 5th and that there has been a continual slight movement at both hubs 2 and 3 since that time. This base line reads from west to east with hubs 1 and 4 being outside of the initial slide area.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. E. A. Collier
Mr. C. A. Peterson

Enc.

FORM 3010
5-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

June 1, 1950

851 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

Peter Kiewit Sons Company
Corner 8th and Douglas
Longview, Washington

Oregon State Highway Commission
Salem, Oregon
Attn: Mr. H. E. Baldock, State Highway Engineer

NOTED
W. C. WILLIAMS

Gentlemen:

We enclose herewith copy of our letter dated May 29, 1950, to Employers Mutual Liability Insurance Company of Wisconsin, concerning damage to railroad property by slide which occurred on May 25, 1950, at Railroad Mile Post 37.1, about 1.7 miles west of Bonneville, Oregon.

This notice was given to the insurance company pursuant to the requirements of its policy No. 720-88136 in favor of the railroad companies. By giving this notice the railroad companies do not waive or intend to waive any claims or rights of action they may have against others for damage caused by the slide.

Very truly yours,

L. W. Althof

RECEIVED
JUN 2 1950
OREGON
STATE HIGHWAY COMMISSION

FORM 3010
5-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

May 29, 1950

Employers Mutual Liability Insurance Company
of Wisconsin,
Wausau, Wisconsin

Employers Mutual Liability Insurance Company
of Wisconsin,
c/o A. M. Schoenfeldt, Its Authorized Agent
Spalding Building,
Portland, Oregon

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on May 25, 1950, about 9 o'clock P.M., the property of said railroad companies was severely damaged by a slide of earth, rock and other material which occurred near Railroad Mile Post 37.1 (about 1.7 miles west of Bonneville, Oregon) where highway contractor Peter Kiewit Sons Company is engaged in highway construction work. This slide forced out of alignment about 1500 feet of main track, destroyed a considerable section of railroad roadbed, damaged or destroyed railroad communication and signal lines and other facilities in the slide area, and necessitated detouring of trains over the lines of another railroad. The total amount of damage has not yet been ascertained. If our investigation (which is not yet complete) indicates contractor's responsibility, claim for the damage will be presented.

Kindly acknowledge receipt of this notice.

Very truly yours,

L. W. Althof

cc-Peter Kiewit Sons Company
Corner 8th and Douglas
Longview, Wash.

Oregon State Highway Commission
Attention H. H. Baldock,
State Highway Engineer
Salem, Oregon

COPY

FORM E-20X 25M 9-49 34888

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bonneville
May 30, 1950

SUBJECT: Detailed Report on Slide West of Moffett Creek

To: A. G. Skelton, Division Engineer
Oregon State Highway Department
Portland, Oregon

Dear Sir:

Shortly after the severe winters snow and ice, a period from January 13 to February 20, a few minor cracks were noticed in the existing pavement opposite Station 1630 of the new highway. On March 16, Inspector Dennis of U.P.R.R. informed me that the track crew had realigned the track below in this area.

On March 17, we set four hubs and tacks seven feet south and parallel with the south rail, one hub east, two hubs in the area where track had shifted and one hub west of this area. Then readings were taken on these hubs every few days up to the time of the major movement of the slide.

On May 1, cracks began to show above the new highway for a distance of 300 feet south of our center line. A contour map was made showing the crack and the cracks in the existing pavement.

On May 25, between 3:00 P.M. and 5:00 P.M., pavement dropped 0.71 feet and moved 1.20 feet north. At 9:30 P.M. slide occurred pushing out finished roadbed, power line, Tel. cable, signal wires, Western Union and R.R. tracks for a distance of 400 feet. The following morning at daylight we found the upper crack had widened 54 feet and dropped 54 feet covering the highway with approximately 12,600 cu. yds. of materials.

Record of the readings on the attached page.

Very truly yours,

CARL A. PETERSON (Signed)
Resident Engineer

C

O

P

Y

Slide Area West of Moffett Creek

Record of Hub Readings

		Hub #1	Hub #2	Hub #3	Hub #4	
March	17 set					
"	28	0	0	0	0	All hubs in line
April	5	0	0	0.02' N.	0	
	11	0	0.01 S.	0.065 N.	0	
	13	0	0.03 S.	0.20 N.	0	
	17	0	0.03 S.	0.30 N.	0	
	19	0	0.055 S.	0.32' N.	0	
	21	0	0.07' N.	0.41' N.	0	
	24	0	0.09' N.	0.435'N.	0	
	26	0	0.10' N.	0.46' N.	0	
	28	0	0.12' N.	0.48' N.	0	
May	1	0	0.13' N.	0.50' N.	0	
	4	0	0.14' N.	0.53' N.	0	
	8	0	0.16' N.	0.56' N.	0	
	11	0	0,17' N.	0.58' N.	0	
	22	0	0.22' N.	0.70' N.	0	
	25	0	0.60' N.	1.40' N.	0	
	26	All hubs gone.				

FORM 2015
5-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

August 16, 1950

831 PITTOCK BLOCK
PORTLAND 5, OREGON

585

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. M. Schoenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that about 12:21 P.M. August 10, 1950, property of said railroad companies near Bonneville, Oregon, was damaged by blasting of the highway contractor, Peter Kiewit Sons Company. We expect to present claims for this damage when the amount of damage is determined.

Kindly acknowledge receipt of this notice.

Yours truly,

L. W. Althof

cc: Peter Kiewit Sons Company
Corner 8th & Douglas
Longview, Washington

cc: Oregon State Highway Commission
Attn: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 14 1950
FOR FILING

71-348(C)
2-3

L. W. ALTHOF
DISTRICT ENGINEER

FORM 3010
2-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

851 PITTOCK BLOCK
PORTLAND 5, OREGON

August 11, 1950

505

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

NOTED
W. C. WILLIAMS

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. E. Schoenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that about 11:45 A.M. August 9, 1950 property of said railroad companies near Bonneville, Oregon was damaged by blasting of the highway contractor, Peter Kiewit Sons Company; and also at approximately the same hour and in the same vicinity property of said railroad companies was again damaged by blasting of this same contractor. We expect to present claims for these instances when the amounts of damage are determined.

Kindly acknowledge receipt of this notice.

Yours truly,

L. W. Althof

cc: Peter Kiewit Sons Company
Corner 8th and Douglas
Longview, Washington

cc: Oregon State Highway Commission
Attn: R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 14 1950
FOR FILING

71-248(15)
3231
L. W. ALTHOF
DISTRICT ENGINEER

FORM 3010
3-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

August 9, 1950

851 PITTOCK BLOCK
PORTLAND 5, OREGON

585

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. M. Schoenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on August 3, 1950, property of said Railroad Company at Tanner Creek, near Bonneville, Oregon, was damaged by blasting of the Highway Contractor Peter Kiewit Sons Company. The incident of August 3rd occurred at approximately 9:50 A.M. when blast of the Contractor deposited dirt and rocks on our main line and passing track. Also on August 4, 1950, property of said Railroad Company at approximately the same location was damaged by blasting of this same Contractor. The incident of August 4th occurred at Approximately 9:52 A.M. when blast of the Contractor caused dirt and rocks to fall upon our main line and passing track. We will expect to present claims for these instances when the amount of damage is determined.

Kindly acknowledge receipt of this notice.

Yours truly,

L. W. Althof

cc-Peter Kiewit Sons Company
Corner 8th and Douglas
Longview, Washington
cc:Oregon State Highway Commission
Attn: R. H. Baldock, State Highway Engineer
Salem, Oregon

RECEIVED
Aug
FOR FILING

EI.248(15)

5238

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM [X] SERIAL
DAY LETTER [ ] NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate
FULL RATE [ ] DEFERRED [ ]
CODE [ ] NIGHT LETTER [ ]

NO. WDS.-CL. OF SVC.	FD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 7, 1950

MR. L. W. ALTHOF, DISTRICT ENGINEER
UNION PACIFIC RAILROAD COMPANY
852 PITTOCK BLOCK
PORTLAND 5, OREGON

10:30 A.M. STANDARD TIME AUGUST 14 SUITABLE FOR CONFERENCE RE BLASTING AT BONNEVILLE. WE WILL MAKE ARRANGEMENTS FOR ATTENDANCE BY CONTRACTOR'S REPRESENTATIVES AS WELL AS HIGHWAY DEPARTMENT REPRESENTATIVES.

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

cc Mr. H. G. Smith
Mr. A. G. Skelton

SENDER IS AWAITING A SPEEDY

answer

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.OA256

O.PRC110 CAK PD=PI PORTLAND ORG 7 256P= AUG 7 PM 3 22

R H BALDOCK=

STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY COMMISSION

SALEM ORG=

WIRE DATE. ACCOUNT PREVIOUS ENGAGEMENTS UNABLE TO ATTEND CONFERENCE AUGUST NINTH. IF CONVENIENT YOUR REPRESENTATIVES. SUGGEST TEN THIRTY AM STANDARD TIME AT SITE AUGUST FOURTEENTH. ADVISE AND IF NOT CONVENIENT PLEASE SUGGEST ANOTHER DATE THEREAFTER=

L W ALTHOF UPRR=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG - 1950
FOR FILING

57-W(D)

3238

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1906

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 7, 1950

MR. L. W. ALTHOF, DISTRICT ENGINEER
UNION PACIFIC RAILROAD COMPANY
651 PITTOCK BLOCK
PORTLAND, OREGON

RE YOUR WIRE AUGUST 4 BLASTING NEAR BONNEVILLE SUGGEST CONFERENCE AT SITE WEDNESDAY, AUGUST 9, BETWEEN YOUR REPRESENTATIVE, CONTRACTOR'S REPRESENTATIVE, AND HIGHWAY DEPARTMENT REPRESENTATIVES H. G. SMITH, CONSTRUCTION ENGINEER, AND A. G. SKELTON, DIVISION ENGINEER.

R. H. BALDOCK

cc H. G. Smith
A. G. Skelton

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

OA155

O.PRB322 CAK=PORTLAND ORG 4 1258P=

1950 AUG 4 PM 2 01

REFERRED TO

By State Highway Engineer

R H BALDOCK, STATE HIGHWAY ENGINEER=

OREGON STATE HIGHWAY COMMISSION SALEM ORG=.

AUGUST THIRD YOUR CONTR KIEWIT DAMAGED OUR MAIN TRACK JUST WEST OF BONNEVILLE. NECESSITATING MOVING ALL TRAINS THROUGH SIDING UNTIL MAIN TRACK REPAIRED. ABOUT ELEVEN AM TODAY AUG FOURTH HE TOOK OUT MAIN AND PASSING TRACKS. WHILE I APPRECIATE HE HAS A DIFFICULT SITUATION HE HAS DAMAGED US MORE FREQUENTLY THAN NECESSARY IF PROPER SUPERVISION GIVEN TO PLACING SHOTS AND QUANTITY POWDER USED. WE MUST INSIST ON SOME DRASTIC ACTION AT ONCE TO AVOID ANY MORE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

FORM E-20 25M 1-50 27839
[I 247(13)
3237

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 5, 1950

SUBJECT: Blasting Operations on Dodson-Bonneville Project, August 3 and 4, 1950

To: Mr. W. C. Williams
Assistant Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to a telegram of August 4th from L. W. Althof, District Engineer for the Union Pacific Railroad, to Mr. Baldock. This telegram referred to blocking the railroad on August 3rd and August 4th by blasting operations at the Tanner Creek cut on the Dodson-Bonneville Section.

I am enclosing herewith Carl A. Peterson's report of August 4th on this matter. You will note from this report that the railroad was not blocked at all on either day. The railroad inspector slowed down rail traffic during the period that they were working on either the passing track or the main line which I believe is customary. The information from which Mr. Althof prepared his telegram was apparently in error about the shot of August 4th as the damage was not to both the main line and the passing track but to the passing track only.

We have had a railroad inspector on this job constantly and Mr. Kidder, Division Engineer for the Union Pacific, has been on the job on numerous occasions and is thoroughly familiar with the manner in which our contractor is doing his work. As far as I know no question has been raised as to proper supervision in placing shots or the quantity of powder used. Experts from the DuPont Company have gone over this job on numerous occasions and have advised me that blasting has been competently handled on this job and that Kiewit's men in charge of the work are excellent men in their work and are doing the best that can possibly be done with the material that has to be handled.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl
cc: Mr. H. G. Smith
Mr. Carl A. Peterson

Enc.

C O P Y

FORM E-30X 15M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 4, 1950

SUBJECT: Dodson-Bonneville
Columbia River Highway
Blasting Operations, Aug. 3
and Aug. 4

To: Mr. A. G. Skelton,
Division Engineer,
Oregon State Highway Dept.
Portland, Oregon

Dear Sir:

Confirming our telephone conversation at 4:30 P.M., August 4, in regard to the contractors blasting operations.

On August 3rd, the contractor blasted at 10:47 A.M. D.S.T., Train #12 had passed at 10:20 A.M. Six big rocks fell on the mainline, kinking 2 rails. The passing track was clear, train #257 passed at 12:30 P.M. also East-bound freight passed at 2:06 P.M. using the passing track while the contractor and railroad men realigned the kinked rails. Trains were slowed down but not delayed.

On August 4th, Train #12 passed at 10:20 A.M. and the blast was at 10:52. Two large rocks fell on the passing track, kinking one rail, which had to be removed and replaced with a new one which had to be cut 3/4 of an inch in order to fit. No damage was done to the mainline but the railroad inspector slowed down trains.

Blasting operations these days was similar to the previous past few days but the face was steeper and the rock broke bigger. The highway being narrow, did not hold the big ones that rolled down on the tracks below.

Very truly yours,

CARL A. PETERSON (Signed)

Resident Engineer

CAP/le

FORM S-80 20M 6-49 20008

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1950

SUBJECT: Your Assignment 2014
Our File 15966
Dodson-Bonneville Sec.
Union Pacific

File 15700- Union Pacific
Garrison Corner Section
Nyssa-Adrian Highway

To: Mr. W. C. Williams
Ass't. State Highway Engineer

O F F I C E

Dear Mr. Williams:

As requested in the above assignment I am handing you herewith conformed copies of the agreements with the Union Pacific Railway on the two above sections of highway.

Very truly yours,

J. M. DEVERS

By H. L. PORTER
Ass't. Right of Way Engineer

RLP:MA

Encl

NOTED
W. C. WILLIAMS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 7, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Completion of the project agreements on Oregon Projects No. S-211(4) and FI-248(15), Garrison Corner Section of the Nyssa-Adrian Highway and Dodson-Bonneville Section of the Columbia River Highway are being withheld pending receipt of railroad easement documents.

The project agreements were forwarded you on April 28, 1950 and May 8, 1950 for the Commissions approval. The transmittal letter called your attention to the fact the required easements had not been received. Please expedite their submittal.

Very truly yours,

T. M. DAVIS
District Engineer

W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
7 - 1950
FOR FILING

FORM 2010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

FI-348(15)
L. W. ALTHOF
DISTRICT ENGINEER

July 6, 1950

851 PITTOCK BLOCK
PORTLAND 5, OREGON

505

Employers Mutual Liability
Insurance Company of Wisconsin
Wausau, Wisconsin

NOTED
W. C. WILLIAMS

Employers Mutual Liability
Insurance Company of Wisconsin
c/o A. M. Schoenfeldt, Its Authorized Agent
Spalding Building
Portland, Oregon

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88136 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering injuries to persons and damage to property occurring during the construction of the Bodsen-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on July 5, 1950, property of said Railroad Companies at Bonneville, Oregon, was damaged by blasting of the highway contractor, Peter Kiewit Sons Company. The incident of July 5th occurred at approximately 10:40 AM when blast of the contractor took out six spans of our communication wires and blocked our main track. This incident made necessary the costly use of Bell Telephone Company line to dispatch trains and seriously interferred with railroad operations. We expect to present claims for these damages when the amount of damage is determined.

Kindly acknowledge receipt of this notice.

Very truly yours,

L. W. Althof

cc-Peter Kiewit Sons Company
Corner 8th and Douglas
Longview, Washington

cc-Oregon State Highway Commission
Attention R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

Indexed Alphabetically
Tyrell, Noyes E.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

June 27, 1950

FI-348(15)
3238

NOTED
W. C. WILLIAMS

Mr. Philip Hammond
Attorney at Law
U. S. National Bank Building
309 S. W. Sixth Avenue
Portland, Oregon

R/W

Re: State Highway Commission
v.
Noyes E. Tyrell, et al.
L 1597

Dear Mr. Hammond:

Returned herewith are two fully executed copies of the stipulation for final judgment, together with one additional copy signed by attorneys for the State, together with five copies of a form of judgment to be entered pursuant to the stipulation.

If this form of judgment meets with your approval, please sign one copy, approving it as to form, and return the same to this office. The other four copies are supplied for your files and for delivery to the defendants Noyes E. Tyrell, Violet Tyrell, and Edna M. Coon.

We are now processing the voucher for preparation of a check in the amount of $6,500.00, which check, together with the original copy of the stipulation and the judgment, approved as to form by yourself, will be forwarded to the Clerk of the court immediately upon this office being advised by you that the Tyrells have paid all of the back taxes, including taxes for the year 1949-1950 upon property being acquired by the State.

I have advised the Engineering Department that the parties have reached an agreement as to the settlement of this case and that they may immediately commence the construction of the public approach or connecting road to service this property. You will notice that we have attached to the judgment and made a part thereof a print setting forth the plans and location of the road to be constructed by the State.

We trust that the form of judgment is satisfactory, and wish to take this opportunity to express our appreciation to you for your cooperation and courtesy extended to this office in regard to this matter.

Yours very truly,

J. M. DEVERS
By
C. H. BANFIELD

CWb:avh
cc - W. C. Williams
H. G. Smith

RECEIVED
JUN 23 1950
FOR FILING

FI-248 (15)

June 22, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the clearing and leveling of slide areas on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 3238, in connection with Federal Aid Project No. FI-248 (15).

This work has been approved by Mr. T. M. Davis.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.

WCWimd

RECEIVED
JUN 15 1950
FOR FILING
IT-245(15)
3238 R. W. SIKORA
AREA SUPERINTENDENT
PLANT AND ENGINEERING

THE WESTERN UNION TELEGRAPH COMPANY

PORTLAND AREA

PORTLAND 5, ORE.

June 10, 1950

Employers Mutual Liability Insurance Company
of Wisconsin
Wausau, Wisconsin

NOTED
W. C. WILLIAMS

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88139 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Company and The Western Union Telegraph Company, covering injuries to persons and damage to property occurring during the construction of the Dodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

In accordance with that policy, The Western Union Telegraph Company hereby notifies you that on May 25th, 1950, about 9:00 o'clock P.M., the property of the said Telegraph Company was severely damaged by a slide of earth, rock and other material, which occurred near Railroad Mile Post 37.1 (about 1.7 miles west of Bonneville, Oregon) where highway contractor Peter Kiewit Sons Company is engaged in highway construction work. This slide destroyed a considerable section of Railroad roadbed, forced a section of mainline track out of alignment and destroyed communication circuits of the railroad and The Western Union Telegraph Company. The total amount of damage has not yet been ascertained. If our investigation indicates contractor's responsibility, claim for the damage will be presented.

Will you kindly acknowledge receipt of this notice.

Yours very truly,

Signed - R. W. SIKORA

Area Superintendent,
Plant & Engineering

CC: Oregon State Highway Commission
Attention: R. H. Baldock
State Highway Engineer
Salem, Oregon

THE WESTERN UNION TELEGRAPH COMPANY

PORTLAND AREA

PORTLAND 5, ORE.

R. W. SIKORA
AREA SUPERINTENDENT
PLANT AND ENGINEERING

June 10, 1950

Employers Mutual Liability Insurance Company
of Wisconsin
Spalding Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Attention: A. H. Schoenfeldt

Gentlemen:

Please refer to Employers Mutual Liability Insurance Company of Wisconsin Policy No. 720-88139 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Company and The Western Union Telegraph Company, covering injuries to persons and damage to property occurring during the construction of the Bodson-Bonneville Section of the relocated Columbia River Highway in Multnomah County, Oregon.

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Will you kindly acknowledge receipt of this notice.

Yours very truly,

R. W. SIKORA

Area Superintendent,
Plant & Engineering

CC: Oregon State Highway Commission
Attention: R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUN 10 1950
FOR FILING

FI-248(15)

3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have your letter relative to the communication from the firm of Winfree, McCulloch, Shuler and Sayre of Portland written on behalf of their client, the Bridal Veil Lumber Company. You refer to the fact that the power company is occupying the highway right of way and that because of that the impression is raised that they can't complain if their lines are interrupted by our contractor's operations.

The power company is on the right of way by virtue of a statute which gives them the right to occupy the highway, and the only restriction in the statute is to the effect that the Highway Commission with respect to state highways shall have power and authority to designate the location upon such roads and highways outside of cities where such fixtures and poles may be located, and may order the location of any such fixture changed when any such change is deemed necessary by the Commission. I believe the fact that there presence on the highway is by virtue of statutory permission will give them some protection against interruptions of their activities. Of course they can not occupy a highway to the detriment, damage or inconvenience of the public or officials charged with the obligation of maintaining the highways. What I am trying to say is that we should not proceed on the theory that the power company has no rights. Their rights, however, do not supersede public interest and public welfare. I believe this is a matter we should have some conference on when we get back from the Reno meeting.

Very truly yours,

J. M. DEVERS

JMD:NH

RECEIVED
JUN 9 1950
FOR FILING

F-245(15)
3258

Salem, Oregon
June 8, 1950

1932 Mr. J. M. Devers

I note your letter to Mr. Baldock, having reference to a copy of a letter which you received, written by the law firm of Winfree, McCulloch, Shuler & Sayre, of Portland, to the Peter Kiewit Sons Company, relative to a damage claim by the Bridal Veil Lumber & Box Company.

The contractor has had a very difficult job in reconstructing the Dodson-Bonneville Section without some interference to traffic or public facilities. There has been some interruption to the Power Company's lines, but in all cases they have been advised of any blasting operations and have had at all times men on the job to repair any damage that might occur whenever blasting was done. Furthermore, the Power Company occupies the highway right of way under permit which provides for reconstruction of the highway, if necessary, and it is rather questionable to me whether a claim can be lodged against the contractor unless negligence can be proven. It is my opinion that the contractor has not been negligent and has handled the work in as careful a manner as is possible.

W. C. Williams

WCW:ms

FORM E-50 2M 1-50 87838

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #1932, letter from Mr. Devers advising that the firm of Winfree, McCulloch, Shuler & Sayre are representing the Bridal Veil Lumber and Box Company in their claim against Peter Kiewit Sons' Company for delays to their lumber mill due to the interruption of electrical power due to shooting.

The engineers of the Construction Department feel that the shooting on the Dodson-Bonneville Section is being done as satisfactorily as possible concerning the type of material encountered. The power company is being notified whenever blasting is being done so that linemen can be present to repair any damage.

Inasmuch as the power company is occupying the highway right of way under a permit, it is not apparent that they have any claim against the contractors.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

June 6, 1950. ASSIGNMENT No. 1932
By

Description: J. M. Devers' letter of May 31 re letter by law firm of Portland to Peter Kiewit Sons Co. of Longview relative to damages claimed suffered by Bridal Veil Lumber & Box Co.

Acknowledged by _____ Referred to Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
xxComment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO W. G. WILLIAMS FOR FILING

Assignment executed 6-7-50 Report received _____

Remarks:

FORM E-90 25M 6-49 32908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1950

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Baldock:

I have received today a carbon copy of a letter written by the law firm of Winfree, McCulloch, Shuler & Sayre of Portland, to Mr. Peter Kiewit Sons Co. of Longview, Washington. The letter written by the law firm has to do with damages which it is claimed were suffered by the Bridal Veil Lumber & Box Co., and are due to the activities of our contractor.

I think that much of the damage is due to the shut down of the power company's services to the lumber company. In one part of the letter the attorneys say: "For example, since May 4 labor losses alone resulting from this cause have exceeded $550.00."

Will you please have this matter investigated so that we may be able to determine whether or not the Highway Commission is failing to require its contractor to live up to contractual obligations.

Very truly yours,

J. M. DEVERS

JMD:NH

RECEIVED
JUN 6 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 19 1950
FOR FILING

FI-248(15)
3238

Salem, Oregon
June 7, 1950

File No. 13596

Agenda Item 1-a

Mr. J. H. Devers
Chief Counsel
O f f i c e

Attention: Mr. S. L. Porter

Attached hereto is a fully executed Bargain and Sale Deed reconveying unto Warren Packing Co., a small parcel of land acquired as right of way for Columbia River Highway between Dodson and Bonneville but which is not needed for such purpose.

Secretary

rn
attach: 1

RECEIVED
MAY 19 1950
FOR FILING

AGENDA
MAY 25 1950

1-M

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

O F F I C E

Dear Mr. Glaisyer:

I have a matter which I would like to have placed on the agenda for the Commission meeting May 25-26.

The Highway Commission bought right of way from the Warren Packing Company for the new Columbia River Highway between Dodson and Bonneville and it has been determined that part of this right of way is unnecessary and it is proposed to deed this property back to the Warren Packing Company for $392.40.

I will present this matter to the Highway Commission.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

R. E.

RECEIVED
MAY 25 1950

5/25/50

OH
5-25

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 18, 1950

File No. 13596
Dodson-Bonneville Section
Columbia River Highway

Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
O f f i c e

Dear Sir:

Attached hereto for your approval and execution of the State Highway Commission is a deed calling for the consideration of $392.40. This instrument is to convey 9,00 square feet of property back to the Warren Packing Company. The property being located on the Dodson-Bonneville Section of the Columbia River Highway. The transfer was made possible as the service road was constructed 90 feet from center line instead of the 160 feet as originally planned.

This matter was given Assignment No. 1684 by Mr. Williams.

Yours very truly,

R. L. PORTER
Assistant Right of Way Engineer

RLP/bdr
Enc.

approved May 25/1950

deed returned 5/27

RECEIVED
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 25, 1950

SUBJECT: Slide Area, Station 1630
Dodson-Bonneville Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith sketch map prepared by Carl Peterson and showing a slide area in the vicinity of Station 1630 on the Dodson-Bonneville Section that has moved some this past winter. Peterson established a base line on the railroad track several months ago and you will note that the lateral movement since this base line was established is a maximum of 0.56 feet. Since this base line was established we have removed suitable material from this area and Peterson now proposes that we borrow 2,500 yards additional material which was originally planned to obtain from the borrow area east. This should help some in unloading this area.

Definite cracks developed across the old road and the cracking has developed above the new grade as indicated on the sketch. We have no immediate plans for doing anything further at this point. However, we will continue to check against further movement and it's probable that you would like to look this situation over the next time you visit the Dodson-Bonneville job.

The railroad is concerned about this movement and would like to have prints from this sketch. We should probably have six prints for our use and also to furnish to whomever requires them.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. C. A. Peterson

Enc.

NOTED
H. G. SMITH

Columbia R

400 Spiral
S-2°00
0.025

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.

Existing Columbia River Hwy

FILL SLOPE

CUT SLOPE

SLOPE

50

75

100

125

150

Columbia River

50

75

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

Existing Columbia River Hwy.

CUT SLOPE

FILL SLOPE

125

150

175

20' Ramp to existing highway & Mitchell Cr. Bridge

Mitchell Creek

25' Shoulder

N 56°41'30" E

25' Shoulder

185 18'+86 C.M.P.

Columbia River

400 Spiral
S. 2°00'
a. 0.25'

Δ = 49° 0'
T = 534.4'

P.O.T. 1+30.7 L.C.

2027+70.77 C.C.

P.C. 0+37.44 C.C.

2031+27.44 C.C.

Fill Slope

Cut Slope

Existing Columbia River Hwy

Cut Slope

Fill Slope

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

50

75

100

125

150

175

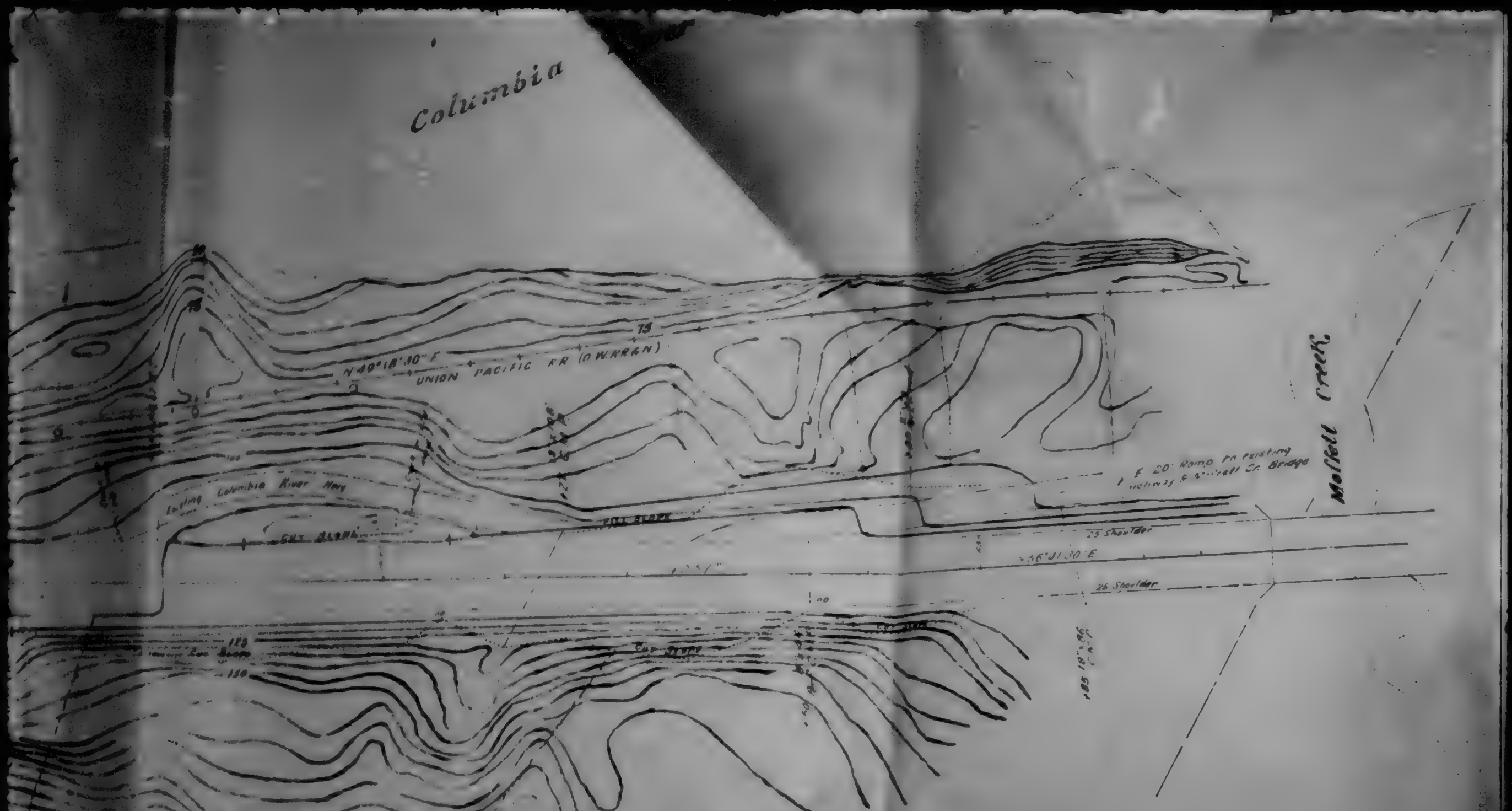
200

225

SEC. 30

SEC. 29

Columbia



OREGON STATE HIGHWAY DEPARTMENT

CONTOUR MAP OF SLIGHT EARTH MOVEMENT

SCALE 1" = 100'

Columbia River

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

Existing Columbia River Hwy.

Cut Slope

Fill Slope

N 36°41'30" E

25 Shoulder

Mollell Creek

OREGON STATE HIGHWAY DEPARTMENT

CONTOUR MAP OF SLIGHT EART
MOVEMENT

SCALE 1" = 100'

Columbia R

4.90 Spiral
S = 2°00
0 = 0.23

Δ = 8°00'
16 = 6.3+L.A.

2026 + 30.71 P.C.

2027 + 20.77 C.C.

2030 + 37.44 C.C.

2031 + 27.44 E.C.

2032 + 17.17 P.C.S

50

75

N 40°18'30" E

UNION PACIFIC RR (O.W.R.

100

Existing Columbia River Hwy

FILL SLOPE

CUT SLOPE

125

150

175

Columbia River

50

75

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

Existing Columbia River Hwy.

CUT SLOPE

FILL SLOPE

CUT SLOPE

125

Cut Slope

150

175

N 56°41'30" E

25' Shoulder

36' Shoulder

Ramp to existing Highway & Mitchell Cr. Bridge

Mitchell Creek

Columbia R

4.00 Spiral
S=2°00
θ=0.25

N=8°00
T=634.4

2026+30.71 P.C.

2017+10.77 C.C.

2020+37.44 C.C.

2031+27.44 E.C.

P.I. 1861+21.71

N 49°18'30" E

UNION PACIFIC RR (O.W.R.

Existing Columbia River Hwy

CUT SLOPE

FILL SLOPE

50

75

100

125

150

175

SEC. 30

SEC. 29

Columbia River

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

Existing Columbia River Hwy.

CUT SLOPE

FILL SLOPE

Proposed 20' Ramp to existing Highway & Moffett Cr. Bridge

Moffett Creek

25' Shoulder

N 66°41'30" E

25' Shoulder

185 18"x86' C.M.P.

+50 Ft. Curve

+40 Ft. Curve

50

75

100

125

150

175

200

OREGON STATE HIGHWAY DEPARTMENT

CONTOUR MAP OF SLIGHT EARTH MOVEMENT

SCALE 1" = 100'

GEOLOGIC REPORT ON THE MOFFETT

CREEK SLIDE OF MAY 25, 1950

AT M.P. 39.81, COLUMBIA RIVER HIGHWAY

BY

LEWIS E. SCOTT,
GEOLOGIST

This report is the result of a geologic investigation to determine the causes of a landslide which occurred May 25, 1950 near Moffett Creek, M. P. 39.81 Columbia River Highway. To obtain subsurface information as to the location and character of the slip plane and samples of the slide material, it was necessary to dig six deep test pits; these have only recently been completed. Included at the back of the report are the logs of these test pits, cross sections interpreted in part from them, and two letters signed by Mr. Carl Peterson, Resident Engineer, in charge of construction, giving detail information as to construction activities just prior to the slide.

The information as presented by this report forms the basis for the writer's recommendations as to method of control for this slide.

Description of the Slide

The slide lies between Station 1627 and 1631, 600 feet West of Moffett Creek, M. P. 39.81 Columbia River Highway. It is 400 feet wide at the road and about 800 feet long. It is composed of dirt and talus which was derived from and lies at the base of the basalt bluffs which form the South side of the Columbia River gorge. The slide moved 12,000 to 15,000 cubic yds. of talus downslope to the river's edge, dislocating the highway, railroad and the telegraph cables. Because of the very dry nature of the slide mass it appeared at first that the cause of movement was shear failure but test pit data shows considerable water at slip plane depth. The slide is deep; movement being fifty feet below the surface at the head and thirty-five feet below the toe. The surface shows the typical block slumpage and reverse rotation of deep slides of the arc-type slip plane, but test pit data indicates a near even, inclined plane of some 20 degrees. However, this plane is so deep that the sliding mass followed the arc type of movement rather than a sliding or flowing motion characteristic of a thin blanket of debris. This slide follows the "true slide" pattern of motion: predominantly vertical movement at the head; approximately equal horizontal and vertical movement of the body or central portion; and predominantly horizontal movement of the toe in a pushing, sliding type of motion.

The history of the slide indicates movement prior to construction of the new grade between Station 1627 and 1631. This section was cleared during the later part of November and the early part of December 1949. The contractor began the grading operations December 16, 1949 by shooting the first lift of a cut at Station 1608, 1900 feet West of the slide area. These shots were as heavy as any used in this cut and are listed at 225 pounds of 40% gelatin powder or less per shot. The work was discontinued until March 3, 1950 because of heavy snow. At the end of the severe weather two cracks in the old highway pavement were noticed. (See map). These cracks were at right angles to the yellow line and extended completely across the pavement. This type of crack and their location very definitely points to movement of what subsequently became the slide mass. Cracks of this type can be seen associated with movement normal to the highway at several points along the Columbia River Highway, the best example being at Morgan's Motel M. P. 53.50 near Wyeth. About this time or soon after (late February) the railroad reported realignment of their tracks. Unofficial reports indicate prior realignment here. On March 3rd, 1950 work was resumed on the Station 1608 cut and on March 13 work was started on the Berger Hill cut which is the first cut West of the Slide. This cut, Stations 1616 to 1618, is 900 to 1,000 feet away from the slide and is composed of coarse tuffacious shales and agglomerates. The first shooting here

consisted of shooting stumps. The railroad had been realigned before the top lift was shot in this cut—again the maximum charge was 225 pounds of 40% gelatin powder. These shots were in the Warrendale agglomerates which also underlie the slide area. However, this formation is poorly consolidated and generally quite friable and cannot be considered as a good conductor for any shocks due to blasting. In addition, the unconsolidated talus lying between the slip plane and the top of the Warrendale formation would act as a cushion for such shocks.

Geology of the Slide Area

The talus, of which the slide is composed, lies as an apron at the base of the andesite topped basalt bluffs which form the South side of the Columbia River Gorge. Underlying the basalts and extending to the river's edge is the Warrendale formation. In some places (as in the slide area) it forms a bench which supports the talus derived from the cliffs above, and in others forms the lower part of the bluffs. The section of the Columbia River Gorge occupied by the Warrendale formation has long been known for landslide tendencies, as has the rest of the Gorge. John Eliot Allen, one time Geologist of the State Department of Geology and Mineral Industries, notes this fact as follows: "The outstanding topographic features of the Warrendale area are the great areas of slump and landslide, where the Columbia River has cut through the hard basalt into the softer underlying pyroclastics and sediments," (1). Barnes and Butler also discuss the slumping and landslides typical of this area, (2). and references to them are found in the writings of Ira Williams, Dr. E. T. Hodge and others.

The present slide occurred, in part, in the toe of an ancient slide but does not seem to be a reactivation of it. The ancient slide appears to have been a deep seated movement since a fairly large area was nearly leveled to form a hummocky bench. This bench is subject to runoff water from the cliff behind it as well as rain and snow, yet there are no continuous surface drainage channels crossing it. This is explained by the porosity of the talus which absorbs the water to carry it riverward on a subsurface, impervious stratum.

Such a stratum was found and traced by test pits. It dips an average of 20° toward the river, probably as a flat, inclined plane. It is a 3 to 20 foot thick layer of fat, highly colored, clay sandwiched into the talus lying on the Warrendale formation. On the East side of the slide area it rests upon a projecting nose of Warrendale which deflected the slide to the Westward some ten degrees. Test pit #2 is located over this nose. The other test pits all extend through this clay layer and into the talus below. The clay is mostly firm and not too badly disturbed. The slip planes are thoroughly disturbed, softer and very fat; slickensides are often found.

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Causes of the Slide

Landslides as a rule have two sets of "causes"; Secondary and primary. The secondary causes, such as weak structural conditions, subsurface water, unstable soil, old landslides and the like, tend to destroy the stability of a portion of the earth's crust in a progressibe manner. The primary causes, one or more, provide the "trigger action" which snaps the last bit of internal friction which is supporting the potential slide mass.

The Moffett Creek slide follows this pattern. Of the secondary causes, the presence of the talus is the most important. A talus slope is notoriously unstable, particularly if oversteepened. Its porosity is also noted. The inclined plane of clay beneath a mass of porous talus made a landslide movement here a certainty. The lubrication of the inclined plane has been going on for years—constantly becoming more and more acute. Whether the quantity of water revealed by the test pits is normal or above normal, or what part it is due to subsurface springs cannot be known. However, the precipitated moisture in the due course of time alone is enough to thoroughly lubricate the inclined plane. Also, time itself is important because these processes move slowly and progressively.

The immediate or primary cause of recent slide was the exceptionally severe winter which through January and February of 1950 brought excessive rainfall followed by heavy snows. Mr. Peterson reports snow lay over eight feet deep on the slide area and the bench above. Traces of it remained well into April. The effect of large quantities of rainwater and concurrently melting snow, could be the initiation of a slow pushing or sagging movement down slope. More conceivably, the added weight of tons of water accelerated an existing barely perceptible movement. That such a motion did exist is shown by the cracked pavement and movement of the railroad tracks below. The most serious effect of this type of creeping motion is that it blocks existing subsurface drainage channels. Unless the subsurface water can reopen them a damming action occurs with the resultant building up of hydrostatic pressure by the trapped water. Slides resulting from the damming action of impounded water are by no means rare. The 1946 slide at Multnomah Falls is attributed to this cause.

The next phase of the slide's motion is obvious. The rate of motion increased steadily as the weakening internal friction was overcome. Mr. Peterson's letter describes this progressive action and its sudden end result.

The facts brought forth here show that this slide was the inevitable result of several unstabilizing conditions. Conditions which indicate initial motion prior to construction on the section between Stations 1627 and 1631 (the slide area) have been discussed. It is the writer's opinion that excavation of the cut section did not cause the slide but its effect could have accelerated the already existing movement. This, however, is open to argument. The effect of blasting in a nearby cut (station 1616-1618) is probably slight if any because of the cushioning effect of the

talus beneath the slide. It seems that the adjacent, sustained vibration caused by heavy freight trains would be more inclined to promote movement than a series of individual jars over a period of two weeks. Certainly there were more freight trains and freight trucks passing over the potential slide area than there were shots.

Recommendations for Control of Slide

Since the primary consideration in slide control work is to keep water from entering the slide mass and/or slip plane, this will be taken up first.

Test pit #5 located at the head of the slide in the trough at the base of the scarp reached the water, and the clay stratum at 11 feet. This existing depression would considerably lighten the excavation of a trench into, or through if need be, the 7 foot clay layer found here. Care should be taken to allow more of the water to escape into the talus beneath the clay stratum.

A horse-shoe-shaped trench encircling the slide is necessary to keep water out and all surface water such as that in ditches should be diverted. Such a trench should have an impervious bottom and sides of concrete, blacktop or metal pipe. Construction of such a trench would cost considerably less to build and maintain that a comparable tunnel and will probably be as effective.

In addition, a cross-trench just above and parallel to the railroad grade, between the railroad and highway, is advisable because of the excessive amount of water found in test pit #7. This would increase the stabilization of the toe many times over what could be expected from the horseshoe trench. The purpose of this trench is to trap water escaping from the upper trench (there will be some) as well as any water entering the slide mass from undetermined sources.

The slide mass is essentially dry so no drainage system is needed to drain it. However, water must be kept from the surface or it will rapidly settle to the slip plane and undo the work of the trench. The slide surface has been smoothed off—it should now be paved or made impervious. A clay blanket would be ineffective because of the amount of rainfall and the steep slope. A black top cover is recommended.

Respectfully submitted,

/s/ LEWIS E. SCOTT

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Geologist

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Geology of the Slide Area

The talus, of which the slide is composed, lies as an apron at the base of the andesite topped basalt bluffs which form the South side of the Columbia River Gorge. Underlying the basalts and extending to the river's edge is the Warrendale formation. In some places (as in the slide area) it forms a bench which supports the talus derived from the cliffs above, and in others forms the lower part of the bluffs. The section of the Columbia River Gorge occupied by the Warrendale formation has long been known for landslide tendencies, as has the rest of the Gorge. John Eliot Allen, one time Geologist of the State Department of Geology and Mineral Industries, notes this fact as follows: "The outstanding topographic features of the Warrendale area are the great areas of slump and landslide, where the Columbia River has cut through the hard basalt into the softer underlying pyroclastics and sediments," (1). Barnes and Butler also discuss the slumping and landslides typical of this area, (2). and references to them are found in the writings of Ira Williams, Dr. E. T. Hodge and others.

The present slide occurred, in part, in the toe of an ancient slide but does not seem to be a reactivation of it. The ancient slide appears to have been a deep seated movement since a fairly large area was nearly leveled to form a hummocky bench. This bench is subject to runoff water from the cliff behind it as well as rain and snow, yet there are no continuous surface drainage channels crossing it. This is explained by the porosity of the talus which absorbs the water to carry it riverward on a subsurface, impervious stratum.

Such a stratum was found and traced by test pits. It dips an average of 20° toward the river, probably as a flat, inclined plane. It is a 3 to 20 foot thick layer of fat, highly colored, clay sandwiched into the talus lying on the Warrendale formation. On the East side of the slide area it rests upon a projecting nose of Warrendale which deflected the slide to the Westward some ten degrees. Test pit #2 is located over this nose. The other test pits all extend through this clay layer and into the talus below. The clay is mostly firm and not too badly disturbed. The slip planes are thoroughly disturbed, softer and very fat; slickensides are often found.

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Causes of the Slide

Landslides as a rule have two sets of "causes"; Secondary and primary. The secondary causes, such as weak structural conditions, subsurface water, unstable soil, old landslides and the like, tend to destroy the stability of a portion of the earth's crust in a progressibe manner. The primary causes, one or more, provide the "trigger action" which snaps the last bit of internal friction which is supporting the potential slide mass.

The Moffett Creek slide follows this pattern. Of the secondary causes, the presence of the talus is the most important. A talus slope is notoriously unstable, particularly if oversteepened. Its porosity is also noted. The inclined plane of clay beneath a mass of porous talus made a landslide movement here a certainty. The lubrication of the inclined plane has been going on for years—constantly becoming more and more acute. Whether the quantity of water revealed by the test pits is normal or above normal, or what part it is due to subsurface springs cannot be known. However, the precipitated moisture in the due course of time alone is enough to thoroughly lubricate the inclined plane. Also, time itself is important because these processes move slowly and progressively.

The immediate or primary cause of recent slide was the exceptionally severe winter which through January and February of 1950 brought excessive rainfall followed by heavy snows. Mr. Peterson reports snow lay over eight feet deep on the slide area and the bench above. Traces of it remained well into April. The effect of large quantities of rainwater and concurrently melting snow, could be the initiation of a slow pushing or sagging movement down slope. More conceivably, the added weight of tons of water accelerated an existing barely perceptible movement. That such a motion did exist is shown by the cracked pavement and movement of the railroad tracks below. The most serious effect of this type of creeping motion is that it blocks existing subsurface drainage channels. Unless the subsurface water can reopen then a damming action occurs with the resultant building up of hydrostatic pressure by the trapped water. Slides resulting from the damming action of impounded water are by no means rare. The 1946 slide at Multnomah Falls is attributed to this cause.

The next phase of the slide's motion is obvious. The rate of motion increased steadily as the weakening internal friction was overcome. Mr. Peterson's letter describes this progressive action and its sudden end result.

The facts brought forth here show that this slide was the inevitable result of several unstabilising conditions. Conditions which indicate initial motion prior to construction on the section between Stations 1627 and 1631 (the slide area) have been discussed. It is the writer's opinion that excavation of the cut section did not cause the slide but its effect could have accelerated the already existing movement. This, however, is open to argument. The effect of blasting in a nearby cut (station 1616-1618) is probably slight if any because of the cushioning effect of the

talus beneath the slide. It seems that the adjacent, sustained vibration caused by heavy freight trains would be more inclined to promote movement than a series of individual jars over a period of two weeks. Certainly there were more freight trains and freight trucks passing over the potential slide area than there were shots.

Recommendations for Control of Slide

Since the primary consideration in slide control work is to keep water from entering the slide mass and/or slip plane, this will be taken up first.

Test pit #5 located at the head of the slide in the trough at the base of the scarp reached the water, and the clay stratum at 11 feet. This existing depression would considerably lighten the excavation of a trench into, or through if need be, the 7 foot clay layer found here. Care should be taken to allow more of the water to escape into the talus beneath the clay stratum.

A horse-shoe-shaped trench encircling the slide is necessary to keep water out and all surface water such as that in ditches should be diverted. Such a trench should have an impervious bottom and sides of concrete, blacktop or metal pipe. Construction of such a trench would cost considerably less to build and maintain that a comparable tunnel and will probably be as effective.

In addition, a cross-trench just above and parallel to the railroad grade, between the railroad and highway, is advisable because of the excessive amount of water found in test pit #7. This would increase the stabilization of the toe many times over what could be expected from the horseshoe trench. The purpose of this trench is to trap water escaping from the upper trench (there will be some) as well as any water entering the slide mass from undetermined sources.

The slide mass is essentially dry so no drainage system is needed to drain it. However, water must be kept from the surface or it will rapidly settle to the slip plane and undo the work of the trench. The slide surface has been smoothed off—it should now be paved or made impervious. A clay blanket would be ineffective because of the amount of rainfall and the steep slope. A black top cover is recommended.

Respectfully submitted,

/s/ LEWIS E. SCOTT

Lewis E. Scott,
Geologist

GEOLOGIC REPORT ON THE MOFFETT CREEK SLIDE OF MAY 25, 1950 AT M.P. 39.81, COLUMBIA RIVER HIGHWAY

BY

LEWIS E. SCOTT,
GEOLOGIST

This report is the result of a geologic investigation to determine the causes of a landslide which occurred May 25, 1950 near Moffett Creek, M. P. 39.81 Columbia River Highway. To obtain subsurface information as to the location and character of the slip plane and samples of the slide material, it was necessary to dig six deep test pits; these have only recently been completed. Included at the back of the report are the logs of these test pits, cross sections interpreted in part from them, and two letters signed by Mr. Carl Peterson, Resident Engineer, in charge of construction, giving detail information as to construction activities just prior to the slide.

The information as presented by this report forms the basis for the writer's recommendations as to method of control for this slide.

Description of the Slide

The slide lies between Station 1627 and 1631, 600 feet West of Moffett Creek, M. P. 39.81 Columbia River Highway. It is 400 feet wide at the road and about 800 feet long. It is composed of dirt and talus which was derived from and lies at the base of the basalt bluffs which form the South side of the Columbia River gorge. The slide moved 12,000 to 15,000 cubic yds. of talus downslope to the river's edge, dislocating the highway, railroad and the telegraph cables. Because of the very dry nature of the slide mass it appeared at first that the cause of movement was shear failure but test pit data shows considerable water at slip plane depth. The slide is deep; movement being fifty feet below the surface at the head and thirty-five feet below the toe. The surface shows the typical block slumpage and reverse rotation of deep slides of the arc-type slip plane, but test pit data indicates a near even, inclined plane of some 20 degrees. However, this plane is so deep that the sliding mass followed the arc type of movement rather than a sliding or flowing motion characteristic of a thin blanket of debris. This slide follows the "true slide" pattern of motion: predominantly vertical movement at the head; approximately equal horizontal and vertical movement of the body or central portion; and predominantly horizontal movement of the toe in a pushing, sliding type of motion.

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Respectfully submitted,

/s/ LEWIS E. SCOTT

Lewis E. Scott,
Geologist

COPY

FORM E-20X IBM 6-50 40804

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 12, 1949

SUBJECT:

To: Mrs. Lewis Scott
Geologist
State Highway Department
Salem, Oregon

Dear Sir:

During week ending Nov. 18, 1949 and the week ending Dec. 9, 1949 Contractor cleared area between 1620-1634.

On Dec. 16 Contractor blasted at Sta. 1607+98 top 11ft in rock Cut Sta. 1606+08 to 1608+82.

On March 3, 1950 Contractor blasted at 1607.

On March 13, blasted in rock cut Station 1616 to 1618. This the nearest rock to recent slide area.

There was no blasting done from the West end of Moffett Creek 1618 to 1636.

Very truly yours,

Carl A. Peterson
Resident Engineer

FORM E-30X 1SM 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 18, 1950

SUBJECT:

To: Mr. Lewis Scott
Geologist
State Highway Department
Salem, Oregon

Dear Sir:

During week ending Nov. 18, 1949 and the week ending Dec. 9, 1949 Contractor cleared area between 1620-1634.

On Dec. 16 Contractor blasted at Sta. 1607+90 top lift in rock cut Sta. 1606+88 to 1608+82.

On March 3, 1950 Contractor blasted at 1608.

On March 13, blasted in rock cut Station 1616 to 1618. This the nearest rock to recent slide area.

There was no blasting done from the West end of Moffett Creek 1618 to 1636.

Very truly yours,

Carl A. Peterson
Resident Engineer

COPY

FORM E-20X 20M 9-40 34000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 12, 1950

SUBJECT:

To: Mr. Lewis Scott
Geologist
State Highway Department
Salem, Oregon

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Very truly yours,

Carl A. Petersen
Resident Engineer

COPY

FORM E-30X 15M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
October 12, 1950

SUBJECT:

To: Mr. Lewis Scott
Geologist
State Highway Department
Salem, Oregon

Dear Sir:

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Very truly yours,

Carl A. Peterson
Resident Engineer

FORM E-SOX 2M 8-49 24488

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Somerville
May 30, 1950

SUBJECT: Detailed Report on Slide West of Moffett Creek

To: A. G. Shelton, Division Engineer
Oregon State Highway Department
Portland, Oregon

Dear Sir:

Shortly after the severe winters snow and ice, a period from January 13 to February 20, a few minor cracks were noticed in the existing pavement opposite Station 1630 of the new highway. On March 16, Inspector Dennis of U.P.R.R. informed me that the track crew had realigned the track below in this area.

On March 17, we set four hubs and tacks seven feet south and parallel with the south rail, one hub east, two hubs in the area where track had shifted and one hub west of this area. Then readings were taken on these hubs every few days up to the time of the major movement of the slide.

On May 1, cracks began to show above the new highway for a distance of 300 feet south of our center line. A contour map was made showing the crack and the cracks in the existing pavement.

On May 25, between 3:00 P.M. and 5:00 P.M., pavement dropped 0.71 feet and moved 1.20 feet north. At 9:30 P.M. slide occurred pushing out finished roadbed, power line, Tel. cable, signal wires, Western Union and R.R. tracks for a distance of 400 feet. The following morning at daylight we found the upper crack had widened 5½ feet and dropped 5½ feet covering the highway with approximately 12,600 cu. yds. of materials.

Record of the readings on the attached page.

Very truly yours,

CARL A. PETERSON (Signed)
Resident Engineer

COPY

FORM E-90X 2M 9-49 54000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Somerville
May 30, 1950

SUBJECT: Detailed Report on Slide West of Moffett Creek

To: A. G. Skelton, Division Engineer
Oregon State Highway Department
Portland, Oregon

Dear Sir:

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Record of the readings on the attached page.

Very truly yours,

CARL A. PETERSON (Signed)
Resident Engineer

C
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Y

FORM E-30X 25M 9-49 54698

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Very truly yours,

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Resident Engineer

COPY

Slide Area West of Moffett Creek

Record of Hub Readings

		Hub #1	Hub #2	Hub #3	Hub #4	
March	17 set					
"	20	0	0	0	0	All hubs in line
April	5	0	0	0.02' N.	0	
	11	0	0.01' S.	0.065 N.	0	
	13	0	0.03 S.	0.20 N.	0	
	17	0	0.03 S.	0.30 N.	0	
	19	0	0.055 S.	0.32' N.	0	
	21	0	0.07' N.	0.41' N.	0	
	24	0	0.09' N.	0.435'N.	0	
	26	0	0.10' N.	0.46' N.	0	
	28	0	0.12' N.	0.48' N.	0	
May	1	0	0.13' N.	0.50' N.	0	
	4	0	0.14' N.	0.53' N.	0	
	8	0	0.16' N.	0.56' N.	0	
	11	0	0.17' N.	0.58' N.	0	
	22	0	0.22' N.	0.70' N.	0	
	25	0	0.60' N.	1.40' N.	0	
	26	All hubs gone.				

Slide Area West of McCrob Creek

Record of Hub Readings

March 17	Hub #1	Hub #2	Hub #3	Hub #4	
" 28	0	0	0	0	All hubs in line
April 5	0	0	0.02' N.	0	
11	0	0.01' S.	0.065 N.	0	
13	0	0.03 S.	0.20 N.	0	
17	0	0.05 S.	0.30 N.	0	
19	0	0.055 S.	0.32' N.	0	
21	0	0.07' N.	0.41' N.	0	
24	0	0.09' N.	0.435'N.	0	
26	0	0.10' N.	0.46' N.	0	
28	0	0.12' N.	0.48' N.	0	
May 1	0	0.13' N.	0.50' N.	0	
4	0	0.14' N.	0.53' N.	0	
8	0	0.16' N.	0.56' N.	0	
11	0	0.17' N.	0.58' N.	0	
22	0	0.22' N.	0.70' N.	0	
25	0	0.60' N.	1.40' N.	0	
26	All hubs gone.				

COPY

Slide Area West of Moffett Creek

Record of Hub Readings

		Hub #1	Hub #2	Hub #3	Hub #4	
March	17 set					
"	28	0	0	0	0	All hubs in line
April	5	0	0	0.02' N.	0	
	11	0	0.01' S.	0.065 N.	0	
	13	0	0.03 S.	0.20 N.	0	
	17	0	0.03 S.	0.30 N.	0	
	19	0	0.055 S.	0.32' N.	0	
	21	0	0.07' N.	0.41' N.	0	
	24	0	0.09' N.	0.435'N.	0	
	26	0	0.10' N.	0.46' N.	0	
	28	0	0.12' N.	0.48' N.	0	
May	1	0	0.13' N.	0.50' N.	0	
	4	0	0.14' N.	0.53' N.	0	
	8	0	0.16' N.	0.56' N.	0	
	11	0	0.17' N.	0.58' N.	0	
	22	0	0.22' N.	0.70' N.	0	
	25	0	0.60' N.	1.40' N.	0	
	26	All hubs gone.				

EL. 1105 FEET ABOVE SEA LEVEL

#2

0'

FIRM CLAY

SLIP PLANE

21'

REWORKED CLAY

29'

TALUS SHALE WARRENDALE FORM

EL. 110.85

#3

0'

TALUS

7'

WATER

11'

SLIP PLANE CLAY

SLIP PLANE

17'

TALUS

24'

EL. 110.00

#4

0'

TALUS

18'

WATER

SLIP PLANE

21'

CLAY

TALUS

36'

#5

0'

TALUS

WATER

11'

FIRM CLAY

13'

REWORKED CLAY

SLIP PLANE

18'

TALUS

37'

#6

0'

TALUS

20'

SAND - ORIGINAL GROUND

34'

#7

0'

TALUS

21'

CLAY

26'

WATER

37'

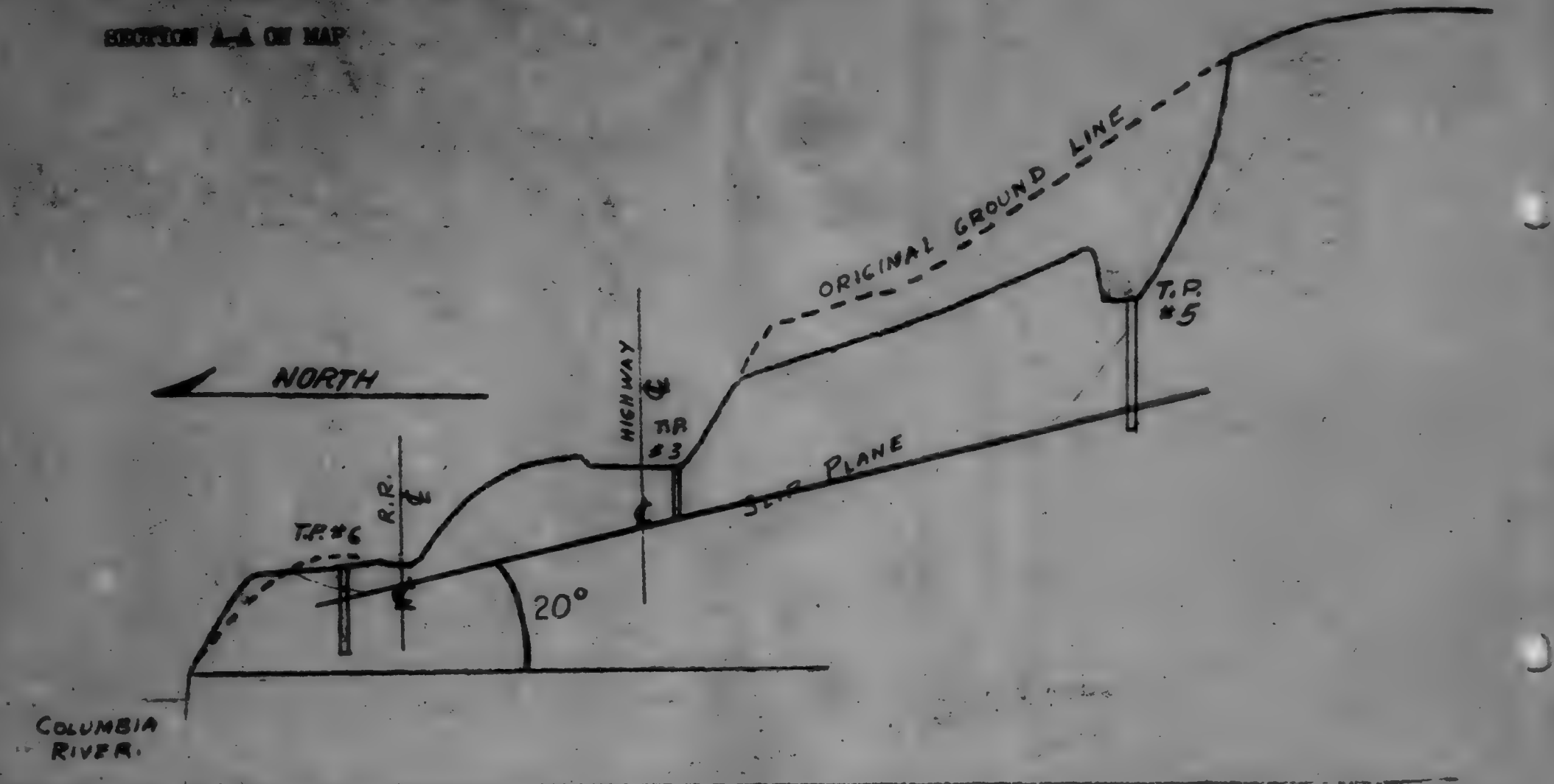
SAND

COLUMN LOGS OF TEST PITS - MOFFETT CREEK SLIDE, BETWEEN MAY 25 - AUGUST 1, 1950

PROFILE THROUGH CENTER OF MOFFETT CREEK SLIDE

SHOWING LOCATION OF SLIP PLANE.

SECTION A-A ON MAP



Red line shows limits of slide.

Arrows show direction of motion.

● - Test pits

Columbia Riv

1°00' Curve Left
D = 8°-0'
Ta = 634.64'

400 Spiral
S = 2°00'
θ = 0.25'

2026 + 30.71 B.C.

2027 + 29.77 C.C.

Sta 1624 + 00.17 P.C.S.

Sta 1630 + 37.44 C.C.

2031 + 27.44 E.C.

A

50

75

47

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

100

Existing Columbia River Hwy

FILL SLOPE

CUT SLOPE

1630

125

150

175

06

04

03

02

slide.

ct motion.

Columbia River

A

50

75

Q7

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

100

Existing Columbia River Hwy

Cut Slope

1650

+ 0.57%

Q1

Q3

Q2

125

Cut Slope

250

175

Cut Slope

+ 50 Fill Slope

1635

185 18"x86' CMP

Cut Slope

Cut Slope

Cut Slope

Columbia Riv

400 Spiral
S = 2°00'
θ = 0.25'

A

50

75

Q7

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

Existing Columbia River Hwy

FILL SLOPE

CUT SLOPE

100

125

150

175

Q4

Q3

Q2

Q1

A'

2026 + 30.71 A.C.

2027 + 20.77 C.C.

P.C. 162.44 CONN'T P.C.S

P.C. 200 + 37.44 C.C.

P.T. 231 + 27.44 E.C.

SEC. 30

SEC. 29

Columbia Ri

A

A'

Q1

Q2

Q3

Q4

N 49°18'30" E

UNION PACIFIC R.R. (O.W.R.R.&N.)

Existing Columbia River Hwy.

Cut Slope

Fill Slope

N56°41'30"E

25' Shoulder

25' Shoulder

E 20° Ramp to existing highway & Moffett Cr. Bridge

Moffett Creek

185 18"x86' C.M.P.

OREGON STATE HIGHWAY DEPARTMENT

CONTOUR MAP OF SLIGHT EARTH MOVEMENT

SCALE 1" = 100'

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

DODSON - BONNEVILLE SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Sept. 1949

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2-2A	Summary and Typical Sections
3-15	Plan and Profile
12A	Landscaping Details

DRG. NO.	Description
2050, 2051	Miscellaneous Structures
2061	Curb Marker Recesses

BR. DRG. NO.	
7877, 8560, 8613, 8562, 8790, 9315	Reinforced Concrete Box Culvert Details.
8082, 8083, 8084, 8085	Widening McCord Creek Bridge.
9233, 9278, 9279, 9280, 9233	Reinforced Concrete Bridge at Moffett Creek.
9233, 8281, 8282, 8283, 8284, 8285	Reinforced Concrete Bridge at Tanner Creek.
8574	Reinforced Concrete Underpass at Bonneville.
9313	Reinf. Conc. Retaining Wall at Bonneville.

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of way Line

DODSON-BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-246(15)		See index

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

DODSON - BONNEVILLE SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Sept. 1949

ASST. STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL DATE

COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Sept. 1949

BR. DRG. NO.	
7877, 8560, 8613, 8562, 8790, 9315	Reinforced Concrete Box Culvert Details.
8082, 8083, 8084, 8085	Widening McCord Creek Bridge.
9233, 9278, 9279, 9280, 9233	Reinforced Concrete Bridge at Moffett Creek.
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8574, 8575	Reinforced Concrete Underpass at Bonneville.
9313	Reinf. Conc. Retaining Wall at Bonneville.

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

Sketch Map

Scale 0 2000 4000 Feet

MULTNOMAH COUNTY

Sept. 1949

Sketch Map

Scale 2000 4000 Feet

ASST STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV. 8 1919 R. H. BALDOCK

STATE HIGHWAY COMMISSION

T. H. BANFIELD, Chairman
BEN R. CHANDLER, Commissioner
CHAS. H. REYNOLDS, Commissioner

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
GENERAL SERVICES ADMINISTRATION

APPROVED DATE

DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
GENERAL SERVICES ADMINISTRATION

Main Track Union Pacific Railroad

T2N. R6E., W.M.

T1N. R6E., W.M.

DODSON

R/W Line

Underground Telephone Cable (in Place)

Existing Columbia River Highway

Const. Road Approach

Construct Service Road

R/W Line

SHIRLEY AVE.

STA. 1450+00

BEGINNING OF PROJECT
WEST END OF CONTRACT

Construct Road Approach on L

Main Roadway Subgrade Profile

Service Road Subgrade Profile

DODSON - BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(11)		See Index

T2N. R6E., W.M.
T1N. R6E., W.M.

DODSON

Main Track Union Pacific Railroad

R.R. & Hwy. R/W Line

R/W Line

Underground Telephone Cable (in place)

Const. Road Approach

Existing Columbia River Highway

Construct Service Road

R/W Line

Const. Road Connection

Install 24" Pipe 28'

Install 18" Pipe 29'

SHIRLEY AVE.

+45 Extend 18" Pipe 12'

0°30' C.R.
Δ 17°38.5'
T= 1976.6'

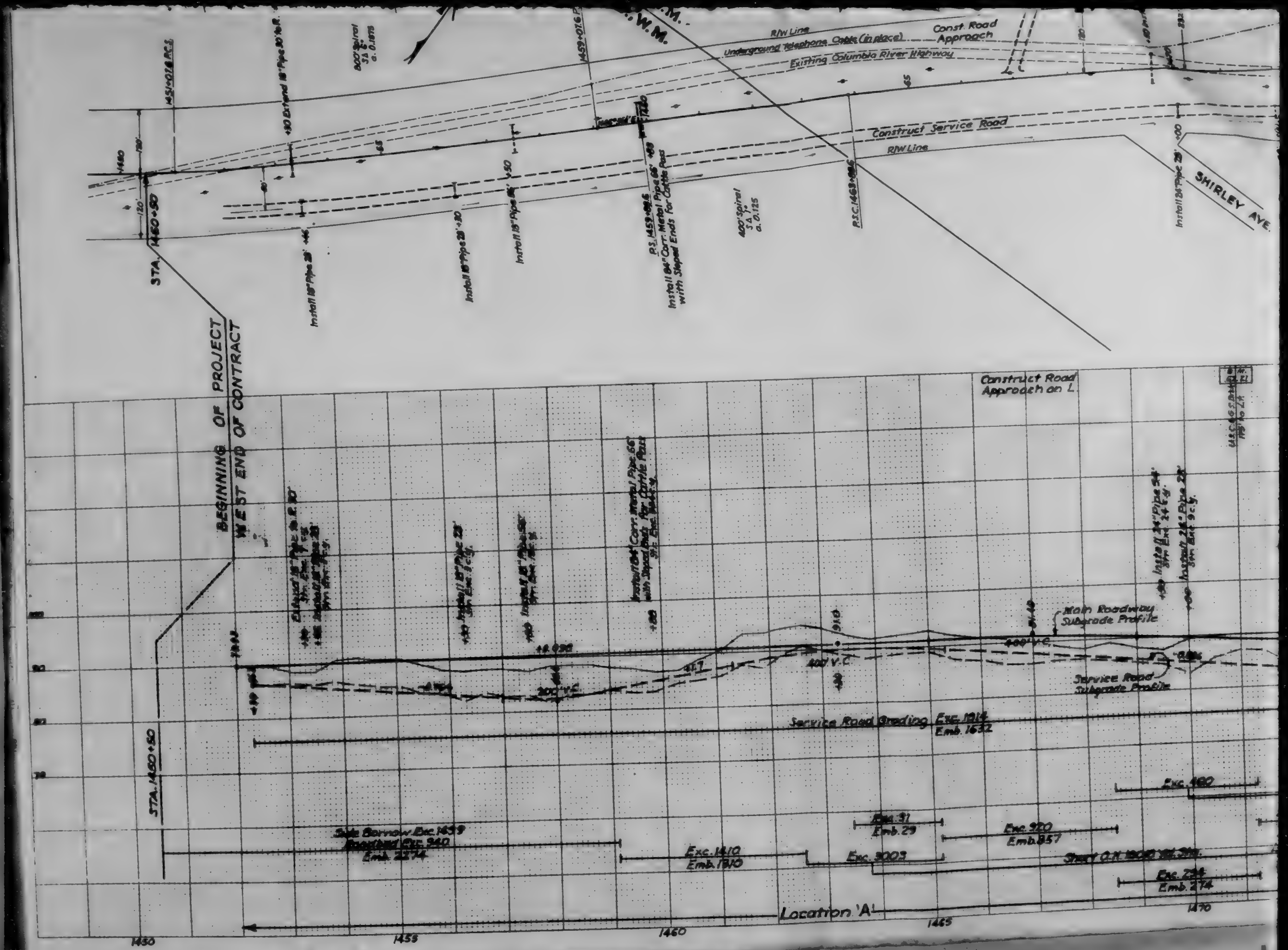
Sec. 35

Construct Road Approach on L.

Construct Road Connection on R.

Main Roadway Subgrade Profile

Service Road Subgrade Profile


BEGINNING OF PROJECT
WEST END OF CONTRACT
STA. 1460+50
R/W Line
Underground Telephone Cable (in place)
Existing Columbia River Highway
Const. Road Approach
Construct Service Road
R/W Line
SHIRLEY AVE.
Construct Road Approach on L.
Main Roadway Subgrade Profile
Service Road Subgrade Profile
Service Road Grading Exc. 1914 Emb. 1632
Exc. 980
Exc. 31 Emb. 29
Exc. 920 Emb. 857
Side Borrow Exc. 1639
Roadway Exc. 940
Emb. 2374
Exc. 1410 Emb. 1910
Exc. 2003
Exc. 236 Emb. 274
Location 'A'
1450
1455
1460
1465
1470

R/W Line
Underground Telephone Cable (in place)
Const. Road Approach
Existing Columbia River Highway
Construct Service Road
R/W Line
Const. Road Connection
SHIRLEY AVE.
Sec. 35
0°30' C.R.
SΔ 17°38.5'
Ts 1976.6'
Install 18" Pipe 25'
Install 84" Corr. Metal Pipe 66' +90 with Sloped Ends for Cattle Pass
400' Spiral S Δ ½ a. 0.125
P.S. 1457+98.6
P.S.C. 1463+98.6
Install 24" Pipe 25'
Install 18" Pipe 25'
+45 Extend 18"
Construct Road Approach on L.
Construct Road Connection on R.
Main Roadway Subgrade Profile
Service Road Subgrade Profile
Service Road Grading Exc. 1914 Emb. 1632
Exc. 1410 Emb. 1310
Exc. 31 Emb. 29
Exc. 2003
Exc. 920 Emb. 957
Exc. 100
Short C.H. at 500 yd. Sta.
Exc. 2024
Exc. 294 Emb. 274
Location 'A'
1460
1465
1470
1475
1480

T. 2N. R. 6E., W.M.

Underground Telephone Cable (in place)

Main Track Union Pacific Railroad

R.R. & Hwy. R/W Line

Tumalt Road

Existing Columbia River Highway

Construct Road Connection

Construct Service Road

R/W Line

Const. Road Connec.

Service Road Install 107'-72"-Sectional Plate Arch Pipe 40'

Slide

Creek

0°30'C.R.
TΔ 17°38.5'
T 1976.6'
T 1780.4'

Install Guard Rail 300' Extra Work as by Interlocg

+80 Const. 10'x8' R.C. Box Culv. 65' 170'

+85 Install 18" Pipe 64'

+90 Install 18" Pipe 52'

+46 Install 24" Pipe 60'

+46 Install 48" Pipe 120'

6'x 75' Conc. & Metal Culv. - 25' (In Fill) Ext. with 6'x6' Reinf. Conc. Box Culv. - 30' Lt., 5' Rt.

+11 6'x 75' Conc. & Metal Culv. - 25' (In Fill) Ext. with 8'-6" Reinf. Conc. Box Culv. - 55' Lt., 54' Rt.

34 / 34 / 35

Main Roadway Subgrade Profile

Construct Road Connec. on Lt.

Construct Road Connec. on Rt.

T.2N. R.6E.

DODSON - BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	FI-248(13)		

Underground Telephone Cable (in place)

Main Track Union Pacific Railroad

6'x 75' Conc. & Mary. Culv. - 25' (In Fill) Ext. with 6'x 6' Reinf. Conc. Box Culv. - 30' Lt., 5° Rt.

Construct Road Connection

Tualt Road

+11 6'x 75' Conc. & Mary. Culv. - 85.5' (In Fill) Ext. with 6'x 6' Reinf. Conc. Box Culv. - 57' Lt., 5° Rt.

R/W Lines

34 / 34 / 35

10'x 75' Conc. & Mary. Culv. - 85.5' (In Fill) Ext. with 6'x 6' Reinf. Conc. Box Culv. - 28' Lt., 8° Rt.

6'x 53'-6" Conc. & Mary. Culv. - 25.5' (In Fill) Ext. with 6'x 6' Reinf. Conc. Box Culv. - 57' Lt. only

Columbia River Highway

Const. Road Connec.

Construct Service Road

R/W Line

Creek

Service Road Install 101"x 72" Sectional Plate Arch Pipe 40'

Slide

Install Guard Rail 50' Extra Work by State Forces

0° 30' C. R.
TA 17° 38.5'
Ts 1976.6'
Ts 1780.4'

R.C. Sta 11+13

P.S.C. Sta 17+73

2 1/2 Spiral
SA 1° 30'
e 0.025

1° C. R.
TA 11° 27'
Ts 580.6'
Ts 769.0'

Sec. 35

Sec. 36

Creek

Service Road Install 53" Sectional Plate Arch Pipe 40'

Construct Road Connec. on Lt.

Construct Road Connec. on Rt.

Service Road Install 101"x 72" Sectional Plate Arch Pipe 40' Sta. Exc. 180 c.y.

Service Road Install Guard Rail 50'

Service Road Install 53" Sectional Plate Arch Pipe 40' Sta. Exc. 100 c.y.

Main Roadway Subgrade Profile

Service Road Subgrade Profile

Service Road Centerline Elev. 200'

Existing Columbia River Highway
Construct Road Connection
Tunnel
Const. Road Connec.
Construct Service R
R/W Line
Creek
Slide
Creek
Creek
Service Road Install 107'-72"-Sectional Plate Arch Pipe 40'
0°30'C.R.
TΔ 17°38.5'
T 1976.6'
T 1780.4'
Construct Road Connec. on Lt.
Construct Road Connec. on Rt.
Service Road
Main Roadway Subgrade Profile
Service Road Grading Exc. 360 Emb. 2215
Exc. 2956
Short O.H. 150 Yd. Stz.
Exc. 2364 Emb. 2205
Exc. 697 Emb. 650
Emb. 275
Emb. 685
Short O.H. 5562 Yd. Stz.
Exc. 2296 Emb. 2140
Short O.H. 47180 Yd. Stz.
Long O.H. 6540 C.Y. Stz.
Short O.H. 2816 Yd. Stz.
Emb. 7522
Exc. 67 Emb. 62
Short O.H. 250 Yd. Stz.
Emb. 584
Location 'A'
1480
1485
1490
1495
1500

Service Road
Install Guard Rail 50'
Extra Work or by State Forces
6'x 75' Conc. & Metal Culv.
Culv.-25' (In Place)
Extend with 6'x6'
Reinf. Conc. Box Culv.-
30' Lt., 5' Rt.
Class "A" Conc. 25 c.y.
Metal Reinf. 3490 lbs.
Str. Exc. 45 c.y.
See Br. Drgs. 1877-3660-9315

Construct Road
Connec. on Lt.

Service Road
Install 107"x72" Sectional
Plate Arch Pipe 40'
Str. Exc. 190 c.y.
8'x 75' Conc. & Metal Culv.-26' (In Place)
Extend with 8'x6' Reinf. Conc.
Box Culv.-55' Lt., 26' Rt.
Class "A" Conc. 58 c.y.
Metal Reinf. 4640 lbs.
Str. Exc. 110 c.y.
See Br. Drgs. 1877-3613-9315

Construct Road
Connec. on Rt.

Service Road
Install Guard Rail 50'
Extra Work or by State Forces
10'x 75' Conc. & Metal Culv.-25.5' (In Pl.)
Extend with 8'x6' Reinf. Conc.
Box Culv.-22' Lt., 8' Rt.
Class "A" Conc. 35 c.y.
Metal Reinf. 4200 lbs.
Str. Exc. 80 c.y.
See Br. Drgs. 1877-3613-9315

Service Road
Install 93"x 64" Sectional
Plate Arch Pipe 40'
Str. Exc. 100 c.y.
5.3'x 8' Conc. & Metal Culv.-25.5' (In Place)
Extend with 6'x6' Reinf. Conc.
Box Culv.-37' Lt. only
Class "A" Conc. 24 c.y.
Metal Reinf. 3610 lbs.
Str. Exc. 75 c.y.
See Br. Drgs. 1877-3613-9315

Service Road
Subgrade Profile

Service Road Centerline

Short O.H. 5962 Wd. Stg.

Short O.H. 2250 Wd. Stg.

Location 'A'

Exc. 2296
Emb. 2740

Exc. 295

Exc. 69
Emb. 124

Emb. 1067

Exc. 3244

Exc. 2900
Emb. 2278

Exc. 2961
Emb. 2285

Main Roadway
Subgrade Profile

Creek

Slide Creek

Install Guard Rail 50'
Extra Work or by State Forces

Service Road
Install 107"x72" Sectional
Plate Arch Pipe 40'

R.C.S. 1497+17.3

200' Spiral
Δ 1°30'
D. 0.25

P.S.C. 1499+17.3

Const. Road
Connec.

Construct Road

R/W Line

Creek

Install Guard Rail 50'
Extra Work or by State Forces

Service Road
Install 93"x64" Sectional
Plate Arch Pipe 40'

Sec. 35

Sec. 36

Creek

5.3'x8' Conc. & Metal
Ext. with 6'x6' Reinf.

120'

1510

COLUMBIA RIVER

T.2N. R.6E., W.M.

Sec. 35

Sec. 36

R.R. & Hwy. R/W Line

Main Track Union Pacific Railroad

Const. Service Road Connec.

Const. Service Road

Existing Columbia River Highway (Service Road)

R/W Line

Construct Public Road Crossing

N.77°25'E.

+00 - Install 18" Pipe 60'

+35 Install 18" Pipe 54'

+80 Const. 3'-6" Reinf. Conc. Box Culv. 76'

+00 Install 24" Pipe 82'

+00 Install 24" Pipe 64'

400' Spiral S.A. e. 0.05

EQUA. PT. K/2+03.0 = K/1+82.06

Install 18" Pipe 60'

House

Inn

Creek

Service Road Subgrade Profile

Main Roadway Subgrade Profile

B I A

T. 2 N. R. 6 E., W. M.

RIVER

DODSON - BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(11)		See Index

+95 Install 18" Pipe 54'

+80 Constr. 8' Sq. Reinf. Conc. Box Culv. 76'

+00 Install 24" Pipe 82'

Main Track Union Pacific Railroad

+50 Install 24" Pipe 64'

Construct Public Road Crossing

Riverside Road

+46 Install 48" Pipe 60'

Sec. 36

N. 77° 17' 52" E.

Existing Columbia River Highway (Service Road)

Construct Service Road

R/W Line

Inn

House

House

House

House

House

Creek

R. 1580+56.0

400' Spiral S.A. 4° 0.0.5 Install 18" Pipe 52' +60

R. 2156+56.0

2° C. R. Δ 12° 07.5' T. 504.5'

R. C. 1. 1560+62.25

Construct Public Road Crossing

Service Road Subgrade Profile

Main Roadway Subgrade Profile

V.C.

+95 Install 18" Pipe 54' R.C. 1560+62.25

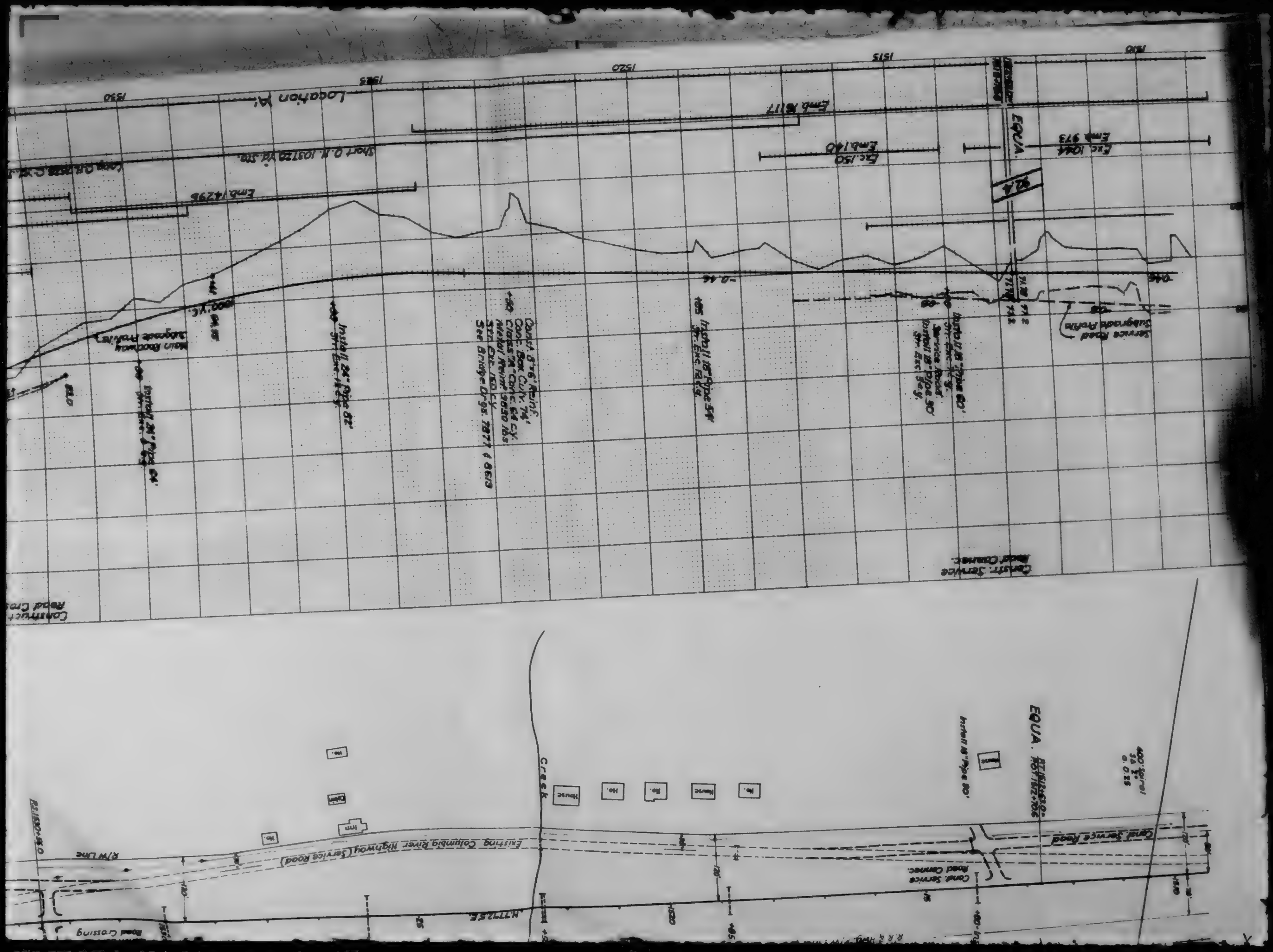
+80 Constr. 8' Sq. Reinf. Conc. Box Culv. 76' Survey Point 1559.75 Sta. Ctr. Line C.Y.

Sta. Bridge Ends 1577 + 99.13

+00 Install 24" Pipe 82' R.C. 1577+99.13

+50 Install 24" Pipe 64' R.C. 1580+56.0

+46 Install 48" Pipe 60' R.C. 1560+62.25


Emb. 4296
Short O.H. 10320 Yd. Stk.
Loop Off Ramp C-X2
Emb. 1117
Exc. 150
Emb. 140
Exc. 1044
Emb. 973
Location A1
1530
1585
1520
1515
1510
EQUA.
92.4
Service Road
Subgrade Profile
Main Roadway
Subgrade Profile
Install 24" Pipe 54'
Sta. Exc. 12+46
Install 18" Pipe 50'
Sta. Exc. Eq.
Install 18" Pipe 60'
Sta. Exc. Eq.
Install 24" Pipe 62'
Sta. Exc. 14+43
Install 24" Pipe 54'
Sta. Exc. 10+00
Const. 8'x6' Reinf.
Conc. Box Culv. 74'
Class 2A Conc. 64 C.Y.
Misc. Reinf. 9650 Lbs.
Str. Exc. 150 C.Y.
See Bridge Dr. No. 78774 & 8613
Exist. Service Road Connec.
Exist. Service Road Connec.
Exist. Service Road
Existing Columbia River Highway (Service Road)
R/W Line
Road Crossing
Continue to Road Cross
Creek
House
Barn
Inn
400.9 Perpl.
S.A. to
C.O. 2.8
N.7772.5 E.
EQUA. 8+00=10+00 BK=AH
Install 18" Pipe 50'
R.R. & Hwy. R/W Line

Existing Columbia River Highway (Service Road)

R/W Line

Construct Public Road Crossing

Construct Service Road

Sec 36

Creek

Inn

House

No.

Construct Public Road Crossing

Service Road Subgrade Profile

Main Roadway Subgrade Profile

Service Road Grading

Emb. 14295

Exc. 1900
Emb. 1772

Short O.H. 103720 Yd. Sta.

Long O.H. 7328.0 Yd. Sta.

Emb. 1535

Location 'A'

1520

1525

1530

1535

1540

Underground Telephone Cable (in place)

Main Track Union Pacific Railroad

WARRENDALE

35
35 | 36

R/W Line

Construct Service Road

Eliminate Existing Road Approach

Eliminate Road Approaches

Const. Service Road

Const. Service Road

R/W Line

Water Line (4" plastic)

Water Tank

Sec. 36

Install 12"-Pipe 64'

Install 48"-Pipe 60'

+20-Install 24"-Pipe 72'

+40 Install 48"-Pipe 36'

Install 48"-Pipe 30'

Install 48"-Pipe 30'

Install 48"-Pipe 30'

Install 48"-Pipe 30'

Install 24"-Pipe 30'
Extend 24"-Pipe 24' +27

Install 18"-Pipe 30'

Install 18"-Pipe 30'

PT. 1543+62.26

1560

1550

1540

1530

1520

1510

1500

1490

1480

1470

1460

1450

1440

1430

1420

1410

1400

1390

1380

1370

1360

1350

1340

1330

1320

1310

1300

1290

1280

1270

1260

1250

1240

1230

1220

1210

1200

1190

1180

1170

1160

1150

1140

1130

1120

1110

1100

1090

1080

1070

1060

1050

1040

1030

1020

1010

1000

990

980

970

960

950

940

930

920

910

900

890

880

870

860

850

840

830

820

810

800

790

780

770

760

750

740

730

720

710

700

690

680

670

660

650

640

630

620

610

600

590

580

570

560

550

540

530

520

510

500

490

480

470

460

450

440

430

420

410

400

390

380

370

360

350

340

330

320

310

300

290

280

270

260

250

240

230

220

210

200

190

180

170

160

150

140

130

120

110

100

90

80

70

60

50

40

30

20

10

0

Main Roadway Subgrade Profile

South Service Road Subgrade Profile

Sect. 36 Existing Grade

Sect. 36 Existing Grade

Sect. 36 Existing Grade

DODSON - BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(4)		See Index

Underground Telephone Cable (inplace)

Main Track Union Pacific Railroad

WARRENDALE

35 | 35 | 36

T2N. R6E., W.M.

T2N. R7E., W.M.

Sec. 36

Sec. 36 | Sec. 31

State of Oregon

Eliminate Road Approaches

Const. Service Road

Const. Road Connection

Existing Columbia River Highway

R/W Line

Water Tank

Main Roadway Subgrade Profile

Sta. 0+00

RIW Line

Construct Service Road

Eliminate Service Road Approach

Eliminate Road Approaches

Const. Service Road

Const. Service Road

RIW Line

Sec. 36

South Service Road Subgrade Profile

Main Roadway Subgrade Profile

Surf. of Existing R'Y

North Service Road Subgrade Profile

South Service Road Grading

North Service Road Grading

Short O.H. 1200 Yd. Sta.

Short O.H. 2200 Yd. Sta.

Long O.H. 814.6 Yd. Sta.

Long O.H. 3759 C. Yd. Sta.

Location 'A'

1540

1545

1550

1555

1560

WARRENDALE

35
95 30

Sec.36

Sec.36 Sec.31

State of Oregon

Eliminate Existing Road Approach

Eliminate Road Approaches

Const. Service Road

Const. Road Connection

Existing Columbia River Highway

R/W Line

Water Tank

Main Roadway Subgrade Profile

Surf. of Existing Str't

Location 'A'

Location 'B'

T.2N. R.7E., W.M.

COLUMBIA

McCORD CREEK

Main Track Union Pacific Railroad

Easement Line

Existing Columbia River Highway

Existing Hwy. R/W Line

R.R. R/W Line

Hwy. R/W Line

Const. Const. Cur. & 350'

Install 18" Pipes +00

Install 18" Pipes +00

400' Spiral SA 6° D 0.75

157+40 P.T.

Existing Reinf. Conc. Bridge Roadway width 21.5', length 36.5' Widen to 30' roadway. See Br. Drgs. 8082 to 8085 incl. and 9233

N. 48°51'30" E.

No. 2

1940

10

Underground Telephone Cable (in place)

R.R. 1584+54.8

400' Spiral SA 4°20' D 0.167

R.R.C. 1588+54.5

Install 24" Pipe +00

Sec. 31

John B. Yeon State Park
State of Oregon

Existing Reinf. Conc. Bridge Roadway width 21.5', length 36.5' Widen to 30' roadway. See Br. Drgs. 8082 to 8085 incl. and 9233

Install 18" Pipes +00

Install 18" Pipes +00

Install 24" Pipe +00

Hor. Y.C.

T.2N. R.7E., W.M.

DODSON–BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(13)		See Index

COLUMBIA RIVER

RECORD CREEK

Main Track Union Pacific Railroad

Easement Line

Existing Columbia River Highway

Existing Hwy. R/W Line

N.46°-31'-30"E.

R.R. & Hwy. R/W Line

Easement

Underground Telephone Cable (in place)

Sec. 31

Talus Rock Quarry
State of Oregon

Install 24" Pipe

400' Spiral
SΔ 1°-20'
D 0.167

R.S. 1584+54.5

R.S. 1588+54.5

0°40' C.R.
TΔ 16°-30'
T.S. 1446.2'

Install 24" C.M.P. Culvert Pipe with Slopes 4:1

Existing Main Line Concrete Box Culvert

Existing Main Line Concrete Box Culvert and 8'-0" Reinforced Concrete Slab Bridge with Width to Match Roadway

Existing Main Line Concrete Box Culvert and 8'-0" Reinforced Concrete Slab Bridge with Width to Match Roadway

1400' V.C.

Install 24" C.M.P. Culvert Pipe with Slopes 4:1

Concrete Curb 30"

Main Track Union Pacific Railroad

Easement Line

Existing Columbia River Highway

Existing Hwy. R/W Line

Hwy. R/W Line

R.R. R/W Line

Comf. Conc. Curb & 330'

N 40° 51' 30" E

Existing Reinf. Conc. Bridge
Roadway width 21.5', length 343'
Widen to 30' roadway
See Br. Dwgs. 8082 to 8085 incl.
and 9233

Install 18" Pipes 45' +00

Install 18" Pipes 40' +00

400' Spiral
S.A. 1°
D. 0.75

400' Spiral
S.A. 1°20'
D. 0.167

R.S. 1594+54.5

R.S. 1506+54.5

Install 24" Pipe 66' +00

Underground Telephone (in place)

John B. Yeon State Park
State of Oregon

Sec. 31

McCORD CREEK

Install 18" Pipes 55' +00

Install 18" Pipes 65' +00

Existing Reinf. Conc. Bridge
Roadway width 21.5', length 343'
Widen to 30' roadway
See Br. Dwgs. 8082 to 8085 incl.
and 9233

Install 24" Pipes 66' +00

-2.0%

8.0% V.C.

14.0% V.C.

Comf. Conc. Curb & 330'
Type C (Height 20")

Comf. Conc. Curb 30'
Type C (or)

Exc. 13242
Emb. 13069

Exc. 99

Exc. 1835
Emb. 1711

Exc. 17288

Exc. 7955

Exc. 739
Emb. 785

Exc. 23025

Exc. 6521

Short Q.H. 10 Yd. Sta.

Short Q.H. 138150 Yd. Sta.

Location 'B'

1570

1575

1580

1585

1590

Main Track Union Pacific Railroad

Easement Line

Existing Columbia River Highway

Existing Hwy. R/W Line

N. 43°31' 30" E.

Existing Reinf. Conc. Bridge
Roadway width 21.5', length 36'
Widen to 30' roadway
See Br. Dwg. 8062 to 8068 incl. and 9238

P.S. 1586+84.5

400' Spiral
SΔ 1°20'
c. 0.167

P.S.C. 1580+84.5

Install 24" Pipe 66' +90

Underground Telephone Cable (in place)

S.P.&S. Hwy. R/W Line

Easement Line No. 3

Install 60' Extra Strength Post Invert Pipe 1.16' with Sloped Ends +00

Quarry Haul Road

0°40' C.R.
TΔ 16°30'
Ts 1446.2'

Sec. 31

Talus Rock Quarry
State of Oregon

McCORD CREEK

1400' V.C.

-2.3%

+2.6%

Install 24" Pipe 66' +90
Elev. 226.4'

Install 60' Extra Strength Post Invert Pipe 1.16' with Sloped Ends +00
Elev. 1.6'

Comb. Conc. Curb 30'
(Type C (30))

Exc. 6521

Short O.H. 27100 Yd. Sta.

Exc. 7118
Emb. 7118

Exc. 4283
Emb. 4528

Emb. 7052

Exc. 23025

Short O.H. 138150 Yd. Sta.

Long O.H. 1036 C. Yd. Sta.

Emb. 24753

Location 'B'

1580 1585 1590 1595 1600

T.2N. R.7E. W.M.

COLUMBIA RIVER

36
30 37

Easement Line

No.3

No.4

Const. Quarry Road Approach

Main Track Union Pacific Railroad

Existing Col. River Highway

R.R. and Hwy. R/W Line

Underground Telephone Cable (in place)

Construct Road Approach

Hwy. R/W Line

Install 18" Pipe 108'

Install 18" Pipe 88'

Install 18" Pipe 80'

Install 36" Pipe 56'

Install 18" Pipe 80'

Sec. 30

Sec. 31

Talus Rock Quarry
State of Oregon

Rock Quarry Boundary

EQUATION

400' Spiral
Δ 2°
e. 0.25

400' Spiral
Δ 1°20'
e. 0.167

N.65°21'E.

Tangent to 16774.50

Sta 15777.50

DODSON–BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	FI-248(15)		

T.2N. R7E. W.M.

M B I A

R I V E R

Main Track Union Pacific Railroad

Existing Columbia River Highway

R.R. and Hwy. R/W Line

Farmseat Line No. 5

Underground Telephone Cable (in place)

Construct Road Approach

Hwy. R/W Line

N.65°21½'E.

N.65°37.5 P.S.

400' Spiral 3.4 2° 0.0.25

N.65°31.5 P.C.

Temp. Line Sta. 1577+50 to 1677+50

1° C.L. Δ 8°40' T 634.3'

N.62°04.2 P.C.S.

400' Spiral 3.4 2° 0.0.25

N.62°04.2 P.T.

N.56°41½'E.

Install 18" Pipe 80'

Install 36" Pipe 56'

EQUATION B.T. Sta. 1677+80 = Sta. 1677+61.21

Install 18" Pipe 80'

Install 24" Extra Strength Pipe 128'

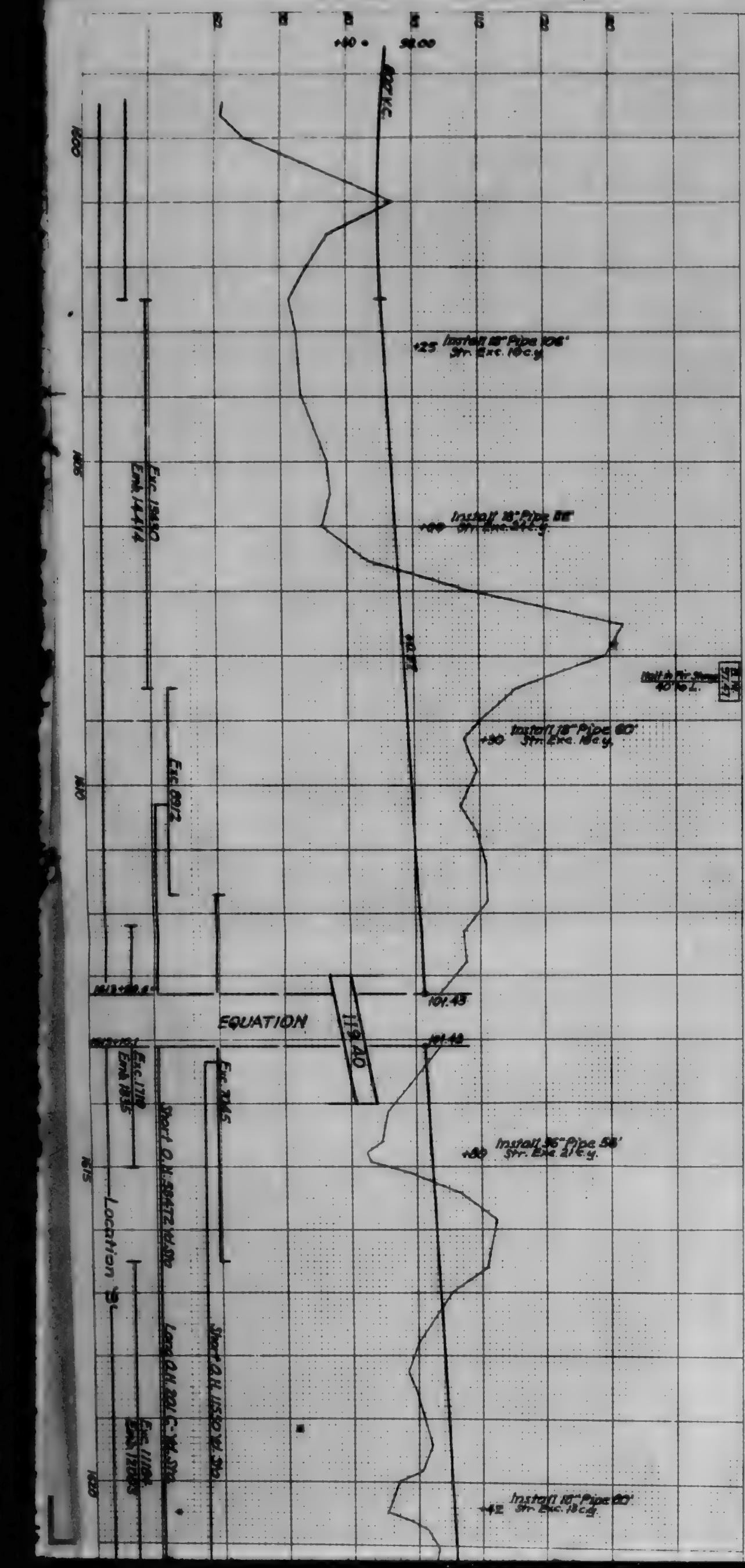
Sec. 30

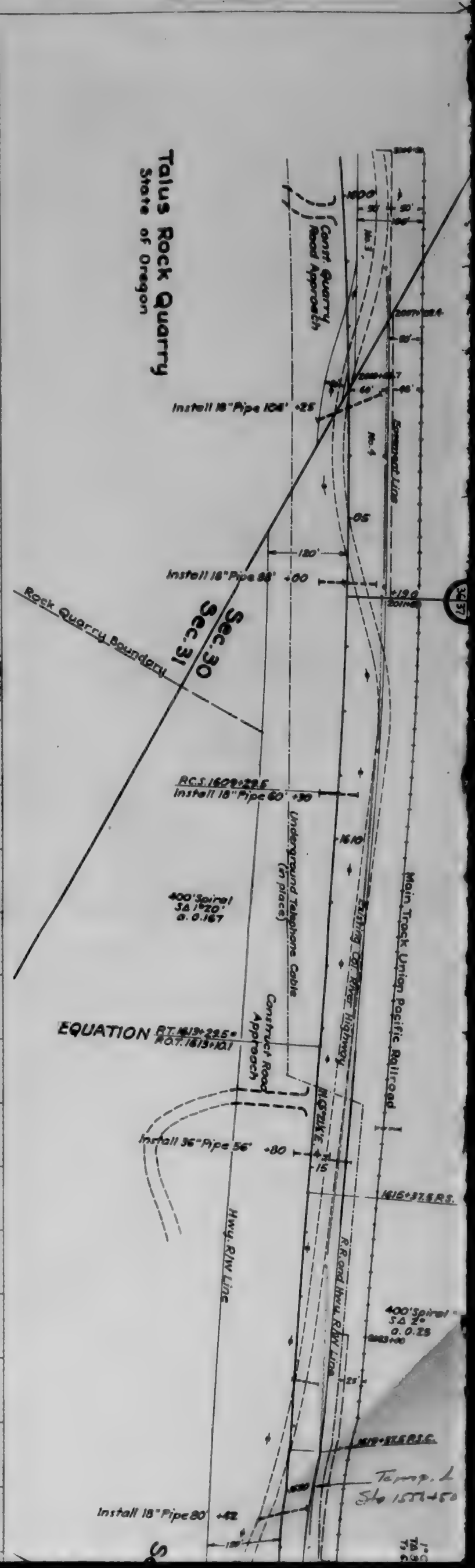
Sec. 29

+0.57

119.40

Talus Rock Quarry
State of Oregon





Sec. 30

Sec. 31

Sec. 29

Sec. 30

Berry Boundary

Main Track Union Pacific Railroad

Existing 08' Paved Highway

Underground Telephone Cable (in place)

Construct Road Approach

R.R. and Hwy. R/W Lines

Hwy. R/W Line

EQUATION P.T. 1613+29.6 = P.O.T. 1615+10.1

EQUATION

R.C.S. 1609+29.6
Install 18" Pipe 60' +30

400' Spiral
5Δ 1°30'
e. 0.167

Install 36" Pipe 56' +80

1615+37.6 P.S.

400' Spiral
5Δ 2°
e. 0.25

1619+37.5 P.S.C.

Temp. L...
Sta. 1551+50

Install 18" Pipe 80' +42

1624+04.2 P.C.S.

Install 24" Extra Strength Pipe 128' +90

1628+04.2 P.T.

Install 18" Pipe 60' +30
Str. Exc. Alt. 4

Exc. 0812

Exc. 1710
End 1835

Exc. 1745

Start Q.H. 53+72 W.S.Hy.

Long Q.H. 201'-3" W.S.Hy.

Exc. 1110+
End 1200+3

Location 'B'

Install 36" Pipe 58' +80
Str. Exc. 21 c.y.

Install 18" Pipe 80' +42
Str. Exc. 13 c.y.

Install 24" Extra Strength Pipe 128' +00
Str. Exc. 14 c.y.

119.40

101.43

101.48

1610

1615

1620

1625

1630

1635

1640

1645

1650

1655

1660

1665

1670

1675

1680

1685

1690

1695

1700

1705

1710

1715

1720

1725

1730

1735

1740

1745

1750

1755

1760

1765

1770

1775

1780

1785

1790

1795

1800

1805

1810

1815

1820

1825

1830

1835

1840

1845

1850

1855

1860

1865

1870

1875

1880

1885

1890

1895

1900

1905

1910

1915

1920

1925

1930

1935

1940

1945

1950

1955

1960

1965

1970

1975

1980

1985

1990

1995

2000

2005

2010

2015

2020

2025

2028+40.5

2030+00

2032+25

120'

110'

1630

T.2N. R7E., W.M.

COLUMBIA RIVER

Main Track Union Pacific Railroad

R.R. R/W Line

Underground Telephone Cable (in place)

Construct Detour.

Existing Columbia River Highway

Const. Temp. Connection

N.55°41½'E.

Hwy. R/W Line

Install 18" Extra Strength Pipe

Install 36" Extra Strength Pipe

Const. Reinf. Conc. Bridge 260' Roadway width 30' Width 35' See Br. Dwgs. 5278-79-80-9235 (To be const. under separate contr.)

Moffett Creek

Construct Detour Connection

Bureau Exc. 2953

Emb. 3176

Const. Reinf. Conc. Bridge 260' Roadway width 30' Width 35' See Br. Dwgs. 5278-9279-9280-9233 (To be const. under separate contr.)

+0.57

T.2N. R7E., W.M.

I A

R I V E R

DODSON–BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No 9
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(19)		See Index

Main Track Union Pacific Railroad

R.R. R/W Line

Underground Telephone Cable (in place)

Existing Columbia River Highway

Const. Temp. Connection

N. 55° 41¼" E.

Hwy. R/W Line

Sec. 29

37 / 37 | 36

Hoffett

Const. Asphalt Conc. Bridge Rdwy. Width 32' Width F.S. See Dr. Dgs. 327-0219-9282 & 327-0219-9283 (Bridge Numbers 40/27 & 40/28)

Install 18" Extra Strength Cl. III RCP Storm Sewer

Install 36" Extra Strength Cl. III RCP Storm Sewer

1400' V.C.

+27.7

+27.5

Install 18" Pipe 25'
Str. Exc. 10 c.y.

Const. Detour Connection
Borrow Exc. 2353
Emb. 3176

Exc. 7013
Emb. 3360

Short O.H. 250 Yd. Str.

Exc. 1731

Exc. 8
Emb. 9

Const. Detour

Top of Pvt. Present Highway

+0.57

N.W. Cor. Part of Bridge

Const. Reinf. Conc. Bridge 260'
Roadway width 30' Walks 7.5'
See Br. Drgs. 9278-9279-9280-9233
(to be const. under separate contr.)

MOFFETT CREEK

Exc. 584
Emb. 546

Exc. 417

Exc. 1124
Emb. 1124

Short O.H. 250 Yd. Str.

Location 'B'

Exc. 417

Install 18" Extra Strength Pipe 130'
Str. Exc. 10 c.y.

Install 36" Extra

Install 18" Pipe 25' +60

Construct Detour

Install 18" Pipe 75' +60

Const. Reinf. Conc. Bridge 260'
Roadway width 30' Walks 3.5'
See Br. Drgs 9278-79-80-9238
(to be const. under separate contr.)

MOFFETT CREEK

Existing Concrete Slab Highway

Const. Temp. Connection

Hwy. R/W Line

Underground Telephone Cable (in place)

Install 18" Extra Strength Pipe 130'

Install 36" Extra Strength Pipe 122'

MOFFETT CREEK

Const. Reinf. Conc. Bridge 260'
Roadway width 30' Walks 5.5'
See Br. Dwgs. 9278-9279-9280-9233
(to be const. under separate contr.)

See Br. Dwgs 9278-79-80-9233
(to be const. under separate contr.)

Moffett Creek

Existing Culvert 60" Corr. Metal

Const. Temp. Connection

Hwy. R/W Line

R.R. R/W Line

Underground Telephone Cable (in place)

Exc. 58
Emb. 54

Exc. 417

Exc. 1124
Emb. 1124

Short O.H. 230 Yd. Str.

Location 'B'

Exc. 417
Emb. 417

Emb. 49199

Short O.H. 230 Yd. Str.

Exc. 437
Emb. 4157

Install 18" Extra Strength Pipe 130'
+19 Str. Exc. 30 c.y.

Install 36" Extra Strength Pipe 122'
+36 Str. Exc. 87 c.y.

Install 18" Extra Strength Pipe 130' +10

Install 36" Extra Strength Pipe 122' +34

N. 85° 44' E.

+787

120'

180'

1660

1655

1645

1640

1650

1635

1630

1625

1620

1615

1610

1605

1600

1595

1590

1585

1580

1575

1570

1565

1560

1555

1550

1545

1540

1535

1530

1525

1520

1515

1510

1505

1500

1495

1490

1485

1480

1475

1470

1465

1460

1455

1450

1445

1440

1435

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1425

1420

1415

1410

1405

1400

1395

1390

1385

1380

1375

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1320

1315

1310

1305

1300

1295

1290

1285

1280

1275

1270

1265

1260

1255

1250

1245

1240

1235

1230

1225

1220

1215

1210

1205

1200

1195

1190

1185

1180

1175

1170

1165

1160

1155

1150

1145

1140

1135

1130

1125

1120

1115

1110

1105

1100

1095

1090

1085

1080

1075

1070

1065

1060

1055

1050

1045

1040

1035

1030

1025

1020

1015

1010

1005

1000

995

990

985

980

975

970

965

960

955

950

945

940

935

930

925

920

915

910

905

900

895

890

885

880

875

870

865

860

855

850

845

840

835

830

825

820

815

810

805

800

795

790

785

780

775

770

765

760

755

750

745

740

735

730

725

720

715

710

705

700

695

690

685

680

675

670

665

660

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445

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435

430

425

420

415

410

405

400

395

390

385

380

375

370

365

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255

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245

240

235

230

225

220

215

210

205

200

195

190

185

180

175

170

165

160

155

150

145

140

135

130

125

120

115

110

105

100

95

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85

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35

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25

20

15

10

5

0

T. 2 N. R. 7E., W.M.

COLUMBIA RIVER

Main Track Union Pacific Railroad

R.R. and Hwy. R/W Line

Existing Columbia River Highway

N 55° 45' E.

Underground Telephone Cable (in place)

Hwy. R/W Line

Install 36" Pipe

Install 36" Extra Strength Pipe

Sec. 29

Sec. 28

DODSON–BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 10
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(1)		See Index

T.2N. [illegible]E., W.M.

LUMBIA RIVER

Main Track Union Pacific Railroad

R.R. and Hwy. R/W Line

Existing Columbia River Highway

N.86°41½'E.

Underground Telephone Cable (in place)

Hwy. R/W Line

+00 Install 24" Extra Str. Pipe 30'

+85 Install 36" Pipe 30'

+00 Install 18" Pipe 30'

Install 36" Extra Strength Pipe 34'

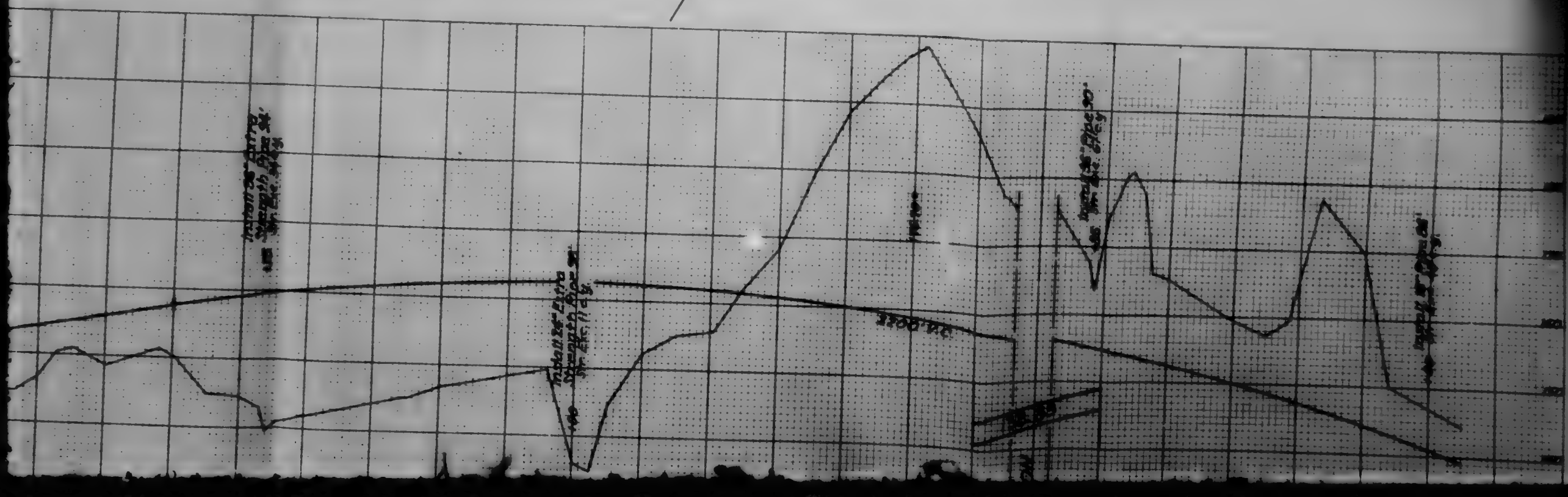
Sec. 29

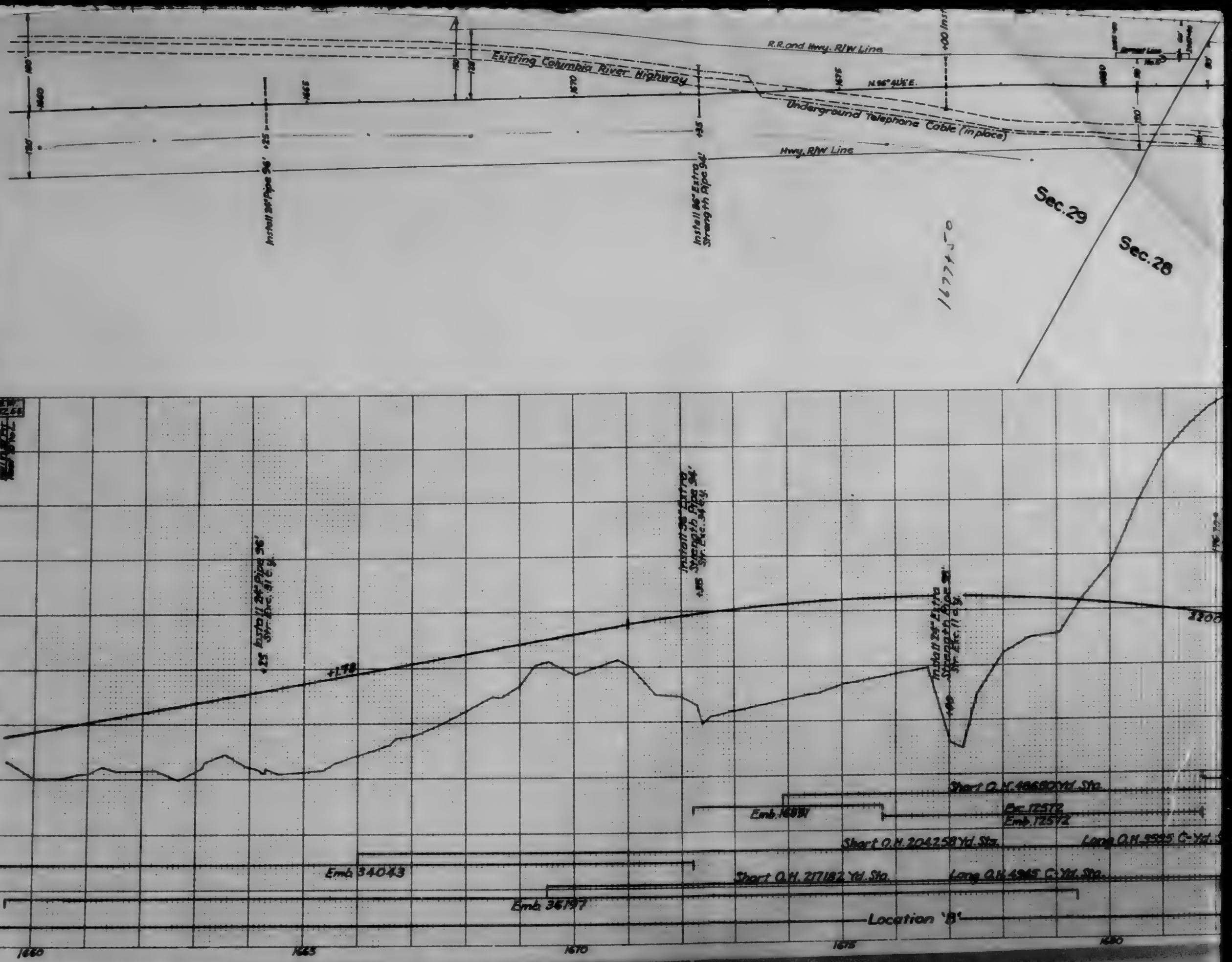
Sec. 28

EQUATION [illegible]

400' Spiral
Δ 6°
a 0.75

R.C. [illegible]




Existing Columbia River Highway
R.R. and Hwy. R/W Line
N. 56° 41½' E.
Underground Telephone Cable (in place)
Hwy. R/W Line
Install 24" Pipe Str.
Install 24" Extg. Pipe Str.
Sec. 29
Sec. 28
Emb. 34043
Emb. 36197
Location 'B'
1660
1625
1610
1615
1580

Location 'B'

Chk. 36197

Short O.H. 211182 Yd. Sta.

Long O.H. 4345 C.Yd. Sta.

Short O.H. 204289 Yd. Sta.

Long O.H. 7595 C.Yd. Sta.

Short O.H. 196870 Yd. Sta.

Chk. 12572

Chk. 12572

Chk. 14891

Chk. 36029

Chk. 12572

EQUATION

1200' V.C.

Sec. 28

Sec. 28

Existing Columbia River Highway

Underground Telephone Cable (in place)

Hwy. R/W Line

R.R. and Hwy. R/W Line

Wood Spiral
SA 8
e 0.03

EQUATION

T.2N. R.7E., W.M.

Main Track Union Pacific Railroad

Existing Columbia River Highway

Constr. Bituminous Mac. Surfacing

Const. Reinf. Conc. Bridge 425'
Roadway Width 41' Walks 3.5'
See Br. Drgs. B281-2-3-4-5 & 9233
(To be const. under separate contr.)

Underground Telephone Cable (in place)

T. 2 N. R. 7 E., W.M.

DODSON–BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(15)		See Index

Sec. 21
Sec. 28

Main Track Union Pacific Railroad

Existing Columbia River Highway

Constr. Bituminous Mac. Surfacing

Const. Reinf. Conc. Bridge 425'
Roadway width 41' Walks 35'
See Br. Drgs. 8281-2-3-4-5 & 9233
(To be const. under separate contr.)

TANNER CREEK

Underground Telephone Cable (in place)

Main Track Union Pacific Railroad

Existing Columbia River Highway

Constr. Bituminous Mac. Surfacing

Const. Reinf. Conc. Bridge 425
Roadway width 41' Walks 35'
See Br. Drgs. 6281-2-3-4-5 & 9233
(to be const. under separate cont.)

Underground Telephone Cable (in place)

Scale: 1"=50'

Main Track Union Pacific Railroad

Existing Columbia River Highway

Constr. Bituminous Mac. Surfacing

℄ N.84°36½'E.

Const. Reinf. Conc. Bridge 425'
Roadway width 41' Walks 3.5'
See Br. Drgs. 8281-2-3-4-5 & 9233
(to be const. under separate contr.)

Underground Telephone Cable (in place)

TANNER CREEK

10°C.R.
Δ 19°43'

A

C

T.2N. R.7E., W.M.

BONNEVILLE

Main Track UNION PACIFIC RAILROAD

R.R. & Hwy. R/W Lines

Underground Telephone Cable (in place)

Existing Columbia River Highway

Sec. 21

Sec. 28

Post Office

To Fish Hatchery

Existing Bridge

Existing Pavement

Existing Pipe

Type 'A' Manhole

End of Culvert

Connection Line

FISH POND

R/W Line

Const. Reinf. Conc. Retaining Wall See Br. Dwg. No. 5913

Const. Conc. Curbs

to be landscaped

Bus Stop

Const. 6' Conc. Walks & Stairs (Approx. Location)

Const. Road Approach

Const. Reinf. Conc. Underpass Roadway, Width 26' See Br. Dwg's. 3574-3575

Const. Bituminous Macadam Surf.

Construct Conc. Curbs

Inst. Raised Asph. Conc. Traffic Markers (by State Forces or Extra Work)

Constr. Bituminous Mac. Surfacing

Edge of Surfacing

Underground Telephone Cable (in place)

Const. 7 Conc. Catch Inlets
Const. 2 Type 'A' Manholes
Install 8" Sewer Pipe 410'
10" " 105'
12" " 65'
18" " 160'

Const. Conc. Catch Inlet
Install 8" Sewer Pipe 35'

Install 24" Sewer Pipe 211' (Approx. location)

Install 24" Sewer Pipe 211' (Approx. location)

Const. Steel Water Pipe Line 8" dia. (Approx. location as to be placed by Owner)

Const. Conc. Catch Inlet

Const. Conc. Catch Inlet

Const. Conc. Catch Inlet

T.2N. R.7E., W.M.

BONNEVILLE

DODSON – BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 12
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(1)		See Index

DEPOT

Existing Gravel Platform

Existing Gravel Surface Depot Connection

Main Track UNION PACIFIC RAILROAD

R.R. & Hwy. R/W Line

Existing Columbia River Highway

Underground Telephone Cable (in place)

Post Office

Install 8" Sewer Pipe 410' 10" 105' 12" 65' 15" 160'

Inst. Raised Asph. Conc Traffic Markers (by State Forces or Extra Work)

Const. Bituminous Macadam Surf.

Construct Conc Curbs to be landscaped

Edge of Surfacing

Constr. Bituminous Mac. Surfacing

Install 8" Perforated Drain Pipe 600'

Const. Depot Road Approach

Const. School Road Approach

R/W Line

(in place) Underground Telephone Cable

Install 24" Pipe 50'

Existing Power Pole

1½" Conduit

1" Conduit

Junction Box

Pedestal

Light Base

1-C (8B-P)

1-C (12A-P)

1-C (12B-P)

3°C. Δ 4°30' T. 75.04'

2°30' C.R. SΔ 24°51.5' Ts 744.34' Ts 1233.66'

240' Spiral SΔ 3° a.1.042

1880' Spiral SΔ 27° a.0.1486

R.S.E. 17+17.4

R.S.S. 17+22.7

R.S.E. 17+84.4

R.S.S. 17+88.4

P.C. 17+46.4

P.T. 18+86.4

P.C. 19+21.8

P.T. 19+83.8

P.C. 20+55.4

P.T. 21+13.4

P.C. 21+84.4

P.T. 22+42.4

P.C. 23+13.4

P.T. 23+71.4

P.C. 24+42.4

P.T. 24+84.4

P.C. 25+55.4

P.T. 26+13.4

P.C. 26+84.4

P.T. 27+42.4

P.C. 28+13.4

P.T. 28+71.4

P.C. 29+42.4

P.T. 30+00.4

P.C. 30+71.4

P.T. 31+29.4

P.C. 32+00.4

P.T. 32+58.4

P.C. 33+29.4

P.T. 33+87.4

P.C. 34+58.4

P.T. 35+16.4

P.C. 35+87.4

P.T. 36+45.4

P.C. 37+16.4

P.T. 37+74.4

P.C. 38+45.4

P.T. 39+03.4

P.C. 39+74.4

P.T. 40+32.4

P.C. 41+03.4

P.T. 41+61.4

P.C. 42+32.4

P.T. 42+90.4

P.C. 43+61.4

P.T. 44+19.4

P.C. 44+90.4

P.T. 45+48.4

P.C. 46+19.4

P.T. 46+77.4

P.C. 47+48.4

P.T. 48+06.4

P.C. 48+77.4

P.T. 49+35.4

P.C. 50+06.4

P.T. 50+64.4

P.C. 51+35.4

P.T. 51+93.4

P.C. 52+64.4

P.T. 53+22.4

P.C. 53+93.4

P.T. 54+51.4

P.C. 55+22.4

P.T. 55+80.4

P.C. 56+51.4

P.T. 57+09.4

P.C. 57+80.4

P.T. 58+38.4

P.C. 59+09.4

P.T. 59+67.4

P.C. 60+38.4

P.T. 60+96.4

P.C. 61+67.4

P.T. 62+25.4

P.C. 62+96.4

P.T. 63+54.4

P.C. 64+25.4

P.T. 64+83.4

P.C. 65+54.4

P.T. 66+12.4

P.C. 66+83.4

P.T. 67+41.4

P.C. 68+12.4

P.T. 68+70.4

P.C. 69+41.4

P.T. 69+99.4

P.C. 70+70.4

P.T. 71+28.4

P.C. 71+99.4

P.T. 72+57.4

P.C. 73+28.4

P.T. 73+86.4

P.C. 74+57.4

P.T. 75+15.4

P.C. 75+86.4

P.T. 76+44.4

P.C. 77+15.4

P.T. 77+73.4

P.C. 78+44.4

P.T. 79+02.4

P.C. 79+73.4

P.T. 80+31.4

P.C. 81+02.4

P.T. 81+60.4

P.C. 82+31.4

P.T. 82+89.4

P.C. 83+60.4

P.T. 84+18.4

P.C. 84+89.4

P.T. 85+47.4

P.C. 86+18.4

P.T. 86+76.4

P.C. 87+47.4

P.T. 88+05.4

P.C. 88+76.4

P.T. 89+34.4

P.C. 90+05.4

P.T. 90+63.4

P.C. 91+34.4

P.T. 91+92.4

P.C. 92+63.4

P.T. 93+21.4

P.C. 93+92.4

P.T. 94+50.4

P.C. 95+21.4

P.T. 95+79.4

P.C. 96+50.4

P.T. 97+08.4

P.C. 97+79.4

P.T. 98+37.4

P.C. 99+08.4

P.T. 99+66.4

P.C. 100+37.4

P.T. 100+95.4

P.C. 101+66.4

P.T. 102+24.4

P.C. 102+95.4

P.T. 103+53.4

P.C. 104+24.4

P.T. 104+82.4

P.C. 105+53.4

P.T. 106+11.4

P.C. 106+82.4

P.T. 107+40.4

P.C. 108+11.4

P.T. 108+69.4

P.C. 109+40.4

P.T. 109+98.4

P.C. 110+69.4

P.T. 111+27.4

P.C. 111+98.4

P.T. 112+56.4

P.C. 113+27.4

P.T. 113+85.4

P.C. 114+56.4

P.T. 115+14.4

P.C. 115+85.4

P.T. 116+43.4

P.C. 117+14.4

P.T. 117+72.4

P.C. 118+43.4

P.T. 119+01.4

P.C. 119+72.4

P.T. 120+30.4

P.C. 121+01.4

P.T. 121+59.4

P.C. 122+30.4

P.T. 122+88.4

P.C. 123+59.4

P.T. 124+17.4

P.C. 124+88.4

P.T. 125+46.4

P.C. 126+17.4

P.T. 126+75.4

P.C. 127+46.4

P.T. 128+04.4

P.C. 128+75.4

P.T. 129+33.4

P.C. 130+04.4

P.T. 130+62.4

P.C. 131+33.4

P.T. 131+91.4

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P.T. 133+20.4

P.C. 133+91.4

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P.C. 135+20.4

P.T. 135+78.4

P.C. 136+49.4

P.T. 137+07.4

P.C. 137+78.4

P.T. 138+36.4

P.C. 139+07.4

P.T. 139+65.4

P.C. 140+36.4

P.T. 140+94.4

P.C. 141+65.4

P.T. 142+23.4

P.C. 142+94.4

P.T. 143+52.4

P.C. 144+23.4

P.T. 144+81.4

P.C. 145+52.4

P.T. 146+10.4

P.C. 146+81.4

P.T. 147+39.4

P.C. 148+10.4

P.T. 148+68.4

P.C. 149+39.4

P.T. 149+97.4

P.C. 150+68.4

P.T. 151+26.4

P.C. 151+97.4

P.T. 152+55.4

P.C. 153+26.4

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P.T. 168+03.4

P.C. 168+74.4

P.T. 169+32.4

P.C. 170+03.4

P.T. 170+61.4

P.C. 171+32.4

P.T. 171+90.4

P.C. 172+61.4

P.T. 173+19.4

P.C. 173+90.4

P.T. 174+48.4

P.C. 175+19.4

P.T. 175+77.4

P.C. 176+48.4

P.T. 177+06.4

P.C. 177+77.4

P.T. 178+35.4

P.C. 179+06.4

P.T. 179+64.4

P.C. 180+35.4

P.T. 180+93.4

P.C. 181+64.4

P.T. 182+22.4

P.C. 182+93.4

P.T. 183+51.4

P.C. 184+22.4

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P.C. 204+86.4

P.T. 205+44.4

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P.T. 206+73.4

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P.C. 208+73.4

P.T. 209+31.4

P.C. 210+02.4

P.T. 210+60.4

P.C. 211+31.4

P.T. 211+89.4

P.C. 212+60.4

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P.C. 213+89.4

P.T. 214+47.4

P.C. 215+18.4

P.T. 215+76.4

P.C. 216+47.4

P.T. 217+05.4

P.C. 217+76.4

P.T. 218+34.4

P.C. 219+05.4

P.T. 219+63.4

P.C. 220+34.4

P.T. 220+92.4

P.C. 221+63.4

P.T. 222+21.4

P.C. 222+92.4

P.T. 223+50.4

P.C. 224+21.4

P.T. 224+79.4

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P.T. 228+66.4

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P.C. 231+95.4

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P.T. 241+56.4

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P.C. 250+01.4

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P.C. 255+17.4

P.T. 255+75.4

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P.T. 374+43.4

P.C. 375+14.4

P.T. 375+72.4

P.C. 376+43.4

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P.C. 377+72.4

P.T. 378+30.4

P.C. 379+01.4

P.T. 379+59.4

P.C. 380+30.4

P.T. 380+88.4

P.C. 381+59.4

P.T. 382+17.4

P.C. 382+88.4

P.T. 383+46.4

P.C. 384+17.4

P.T. 384+75.4

P.C. 385+46.4

P.T. 386+04.4

P.C. 386+75.4

P.T. 387+33.4

P.C. 388+04.4

P.T. 388+62.4

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P.C. 402+23.4

P.T. 402+81.4

P.C. 403+52.4

P.T. 404+10.4

P.C. 404+81.4

P.T. 405+39.4

P.C. 406+10.4

P.T. 406+68.4

P.C. 407+39.4

P.T. 407+97.4

P.C. 408+68.4

P.T. 409+26.4

P.C. 409+97.4

P.T. 410+55.4

P.C. 411+26.4

P.T. 411+84.4

P.C. 412+55.4

P.T. 413+13.4

P.C. 413+84.4

P.T. 414+42.4

P.C. 415+13.4

P.T. 415+71.4

P.C. 416+42.4

P.T. 417+00.4

P.C. 417+71.4

P.T. 418+29.4

P.C. 419+00.4

P.T. 419+58.4

P.C. 420+29.4

P.T. 420+87.4

P.C. 421+58.4

P.T. 422+16.4

P.C. 422+87.4

P.T. 423+45.4

P.C. 424+16.4

P.T. 424+74.4

P.C. 425+45.4

P.T. 426+03.4

P.C. 426+74.4

P.T. 427+32.4

P.C. 428+03.4

P.T. 428+61.4

P.C. 429+32.4

P.T. 429+90.4

P.C. 430+61.4

P.T. 431+19.4

P.C. 431+90.4

P.T. 432+48.4

P.C. 433+19.4

P.T. 433+77.4

P.C. 434+48.4

P.T. 435+06.4

P.C. 435+77.4

P.T. 436+35.4

P.C. 437+06.4

P.T. 437+64.4

P.C. 438+35.4

P.T. 438+93.4

P.C. 439+64.4

P.T. 440+22.4

P.C. 440+93.4

P.T. 441+51.4

P.C. 442+22.4

P.T. 442+80.4

P.C. 443+51.4

P.T. 444+09.4

P.C. 444+80.4

P.T. 445+38.4

P.C. 446+09.4

P.T. 446+67.4

P.C. 447+38.4

P.T. 447+96.4

P.C. 448+67.4

P.T. 449+25.4

P.C. 449+96.4

P.T. 450+54.4

P.C. 451+25.4

P.T. 451+83.4

P.C. 452+54.4

P.T. 453+12.4

P.C. 453+83.4

P.T. 454+41.4

P.C. 455+12.4

P.T. 455+70.4

P.C. 456+41.4

P.T. 456+99.4

P.C. 457+70.4

P.T. 458+28.4

P.C. 458+99.4

P.T. 459+57.4

P.C. 460+28.4

P.T. 460+86.4

P.C. 461+57.4

P.T. 462+15.4

P.C. 462+86.4

P.T. 463+44.4

P.C. 464+15.4

P.T. 464+73.4

P.C. 465+44.4

P.T. 466+02.4

P.C. 466+73.4

P.T. 467+31.4

P.C. 468+02.4

P.T. 468+60.4

P.C. 469+31.4

P.T. 469+89.4

P.C. 470+60.4

P.T. 471+18.4

P.C. 471+89.4

P.T. 472+47.4

P.C. 473+18.4

P.T. 473+76.4

P.C. 474+47.4

P.T. 475+05.4

P.C. 475+76.4

P.T. 476+34.4

P.C. 477+05.4

P.T. 477+63.4

P.C. 478+34.4

P.T. 478+92.4

P.C. 479+63.4

P.T. 480+21.4

P.C. 480+92.4

P.T. 481+50.4

P.C. 482+21.4

P.T. 482+79.4

P.C. 483+50.4

P.T. 484+08.4

P.C. 484+79.4

P.T. 485+37.4

P.C. 486+08.4

P.T. 486+66.4

P.C. 487+37.4

P.T. 487+95.4

P.C. 488+66.4

P.T. 489+24.4

P.C. 489+95.4

P.T. 490+53.4

P.C. 491+24.4

P.T. 491+82.4

P.C. 492+53.4

P.T. 493+11.4

P.C. 493+82.4

P.T. 494+40.4

P.C. 495+11.4

P.T. 495+69.4

P.C. 496+40.4

P.T. 496+98.4

P.C. 497+69.4

P.T. 498+27.4

P.C. 498+98.4

P.T. 499+56.4

P.C. 500+27.4

P.T. 500+85.4

P.C. 501+56.4

P.T. 502+14.4

P.C. 502+85.4

P.T. 503+43.4

P.C. 504+14.4

P.T. 504+72.4

P.C. 505+43.4

P.T. 506+01.4

P.C. 506+72.4

P.T. 507+30.4

P.C. 508+01.4

P.T. 508+59.4

P.C. 509+30.4

P.T. 509+88.4

P.C. 510+59.4

P.T. 511+17.4

P.C. 511+88.4

P.T. 512+46.4

P.C. 513+17.4

P.T. 513+75.4

P.C. 514+46.4

P.T. 515+04.4

P.C. 515+75.4

P.T. 516+33.4

P.C. 517+04.4

P.T. 517+62.4

P.C. 518+33.4

P.T. 518+91.4

P.C. 519+62.4

P.T. 520+20.4

P.C. 520+91.4

P.T. 521+49.4

P.C. 522+20.4

P.T. 522+78.4

P.C. 523+49.4

P.T. 524+07.4

P.C. 524+78.4

P.T. 525+36.4

P.C. 526+07.4

P.T. 526+65.4

P.C. 527+36.4

P.T. 527+94.4

P.C. 528+65.4

P.T. 529+23.4

P.C. 529+94.4

P.T. 530+52.4

P.C. 531+23.4

P.T. 531+81.4

P.C. 532+52.4

P.T. 533+10.4

P.C. 533+81.4

P.T. 534+39.4

P.C. 535+10.4

P.T. 535+68.4

P.C. 536+39.4

P.T. 536+97.4

P.C. 537+68.4

P.T. 538+26.4

P.C. 538+97.4

P.T. 539+55.4

P.C. 540+26.4

P.T. 540+84.4

P.C. 541+55.4

P.T. 542+13.4

P.C. 542+84.4

P.T. 543+42.4

P.C. 544+13.4

P.T. 544+71.4

P.C. 545+42.4

P.T. 546+00.4

P.C. 546+71.4

P.T. 547+29.4

P.C. 548+00.4

P.T. 548+58.4

P.C. 549+29.4

P.T. 549+87.4

P.C. 550+58.4

P.T. 551+16.4

P.C. 551+87.4

P.T. 552+45.4

P.C. 553+16.4

P.T. 553+74.4

P.C. 554+45.4

P.T. 555+03.4

P.C. 555+74.4

P.T. 556+32.4

P.C. 557+03.4

P.T. 557+61.4

P.C. 558+32.4

P.T. 558+90.4

P.C. 559+61.4

P.T. 560+19.4

P.C. 560+90.4

P.T. 561+48.4

P.C. 562+19.4

P.T. 562+77.4

P.C. 563+48.4

P.T. 564+06.4

P.C. 564+77.4

P.T. 565+35.4

P.C. 566+06.4

P.T. 566+64.4

P.C. 567+35.4

P.T. 567+93.4

P.C. 568+64.4

P.T. 569+22.4

P.C. 569+93.4

P.T. 570+51.4

P.C. 571+22.4

P.T. 571+80.4

P.C. 572+51.4

P.T. 573+09.4

P.C. 573+80.4

P.T. 574+38.4

P.C. 575+09.4

P.T. 575+67.4

P.C. 576+38.4

P.T. 576+96.4

P.C. 577+67.4

P.T. 578+25.4

P.C. 578+96.4

P.T. 579+54.4

P.C. 580+25.4

P.T. 580+83.4

P.C. 581+54.4

P.T. 582+12.4

P.C. 582+83.4

P.T. 583+41.4

P.C. 584+12.4

P.T. 584+70.4

P.C. 585+41.4

P.T. 585+99.4

P.C. 586+70.4

P.T. 587+28.4

P.C. 587+99.4

P.T. 588+57.4

P.C. 589+28.4

P.T. 589+86.4

P.C. 590+57.4

P.T. 591+15.4

P.C. 591+86.4

P.T. 592+44.4

P.C. 593+15.4

P.T. 593+73.4

P.C. 594+44.4

P.T. 595+02.4

P.C. 595+73.4

P.T. 596+31.4

P.C. 597+02.4

P.T. 597+60.4

P.C. 598+31.4

P.T. 598+89.4

P.C. 599+60.4

P.T. 600+18.4

P.C. 600+89.4

P.T. 601+47.4

P.C. 602+18.4

P.T. 602+76.4

P.C. 603+47.4

P.T. 604+05.4

P.C. 604+76.4

P.T. 605+34.4

P.C. 606+05.4

P.T. 606+63.4

P.C. 607+34.4

P.T. 607+92.4

P.C. 608+63.4

P.T. 609+21.4

P.C. 609+92.4

P.T. 610+50.4

P.C. 611+21.4

P.T. 611+79.4

P.C. 612+50.4

P.T. 613+08.4

P.C. 613+79.4

P.T. 614+37.4

P.C. 615+08.4

P.T. 615+66.4

P.C. 616+37.4

P.T. 616+95.4

P.C. 617+66.4

P.T. 618+24.4

P.C. 618+95.4

P.T. 619+53.4

P.C. 620+24.4

P.T. 620+82.4

P.C. 621+53.4

P.T. 622+11.4

P.C. 622+82.4

P.T. 623+40.4

P.C. 624+11.4

P.T. 624+69.4

P.C. 625+40.4

P.T. 625+98.4

P.C. 626+69.4

P.T. 627+27.4

P.C. 627+98.4

P.T. 628+56.4

P.C. 629+27.4

P.T. 629+85.4

P.C. 630+56.4

P.T. 631+14.4

P.C. 631+85.4

P.T. 632+43.4

P.C. 633+14.4

P.T. 633+72.4

P.C. 634+43.4

P.T. 635+01.4

P.C. 635+72.4

P.T. 636+30.4

P.C. 637+01.4

P.T. 637+59.4

P.C. 638+30.4

P.T. 638+88.4

P.C. 639+59.4

P.T. 640+17.4

P.C. 640+88.4

P.T. 641+46.4

P.C. 642+17.4

P.T. 642+75.4

P.C. 643+46.4

P.T. 644+04.4

P.C. 644+75.4

P.T. 645+33.4

P.C. 646+04.4

P.T. 646+62.4

P.C. 647+33.4

P.T. 647+91.4

P.C. 648+62.4

P.T. 649+20.4

P.C. 649+91.4

P.T. 650+49.4

P.C. 651+20.4

P.T. 651+78.4

P.C. 652+49.4

P.T. 653+07.4

P.C. 653+78.4

P.T. 654+36.4

P.C. 655+07.4

P.T. 655+65.4

P.C. 656+36.4

P.T. 656+94.4

P.C. 657+65.4

P.T. 658+23.4

P.C. 658+94.4

P.T. 659+52.4

P.C. 660+23.4

P.T. 660+81.4

P.C. 661+52.4

P.T. 662+10.4

P.C. 662+81.4

P.T. 663+39.4

P.C. 664+10.4

P.T. 664+68.4

P.C. 665+39.4

P.T. 665+97.4

P.C. 666+68.4

P.T. 667+26.4

P.C. 667+97.4

P.T. 668+55.4

P.C. 669+26.4

P.T. 669+84.4

P.C. 670+55.4

P.T. 671+13.4

P.C. 671+84.4

P.T. 672+42.4

P.C. 673+13.4

P.T. 673+71.4

P.C. 674+42.4

P.T. 675+00.4

P.C. 675+71.4

P.T. 676+29.4

P.C. 677+00.4

P.T. 677+58.4

P.C. 678+29.4

P.T. 678+87.4

P.C. 679+58.4

P.T. 680+16.4

P.C. 680+87.4

P.T. 681+45.4

P.C. 682+16.4

P.T. 682+74.4

P.C. 683+45.4

P.T. 684+03.4

P.C. 684+74.4

P.T. 685+32.4

P.C. 686+03.4

P.T. 686+61.4

P.C. 687+32.4

P.T. 687+90.4

P.C. 688+61.4

P.T. 689+19.4

P.C. 689+90.4

P.T. 690+48.4

P.C. 691+19.4

P.T. 691+77.4

P.C. 692+48.4

P.T. 693+06.4

P.C. 693+77.4

P.T. 694+35.4

P.C. 695+06.4

P.T. 695+64.4

P.C. 696+35.4

P.T. 696+93.4

P.C. 697+64.4

P.T. 698+22.4

P.C. 698+93.4

P.T. 699+51.4

P.C. 700+22.4

P.T. 700+80.4

P.C. 701+51.4

P.T. 702+09.4

P.C. 702+80.4

P.T. 703+38.4

P.C. 704+09.4

P.T. 704+67.4

P.C. 705+38.4

P.T. 705+96.4

P.C. 706+67.4

P.T. 707+25.4

P.C. 707+96.4

P.T. 708+54.4

P.C. 709+25.4

P.T. 709+83.4

P.C. 710+54.4

P.T. 711+12.4

P.C. 711+83.4

P.T. 712+41.4

P.C. 713+12.4

P.T. 713+70.4

P.C. 714+41.4

P.T. 714+99.4

P.C. 715+70.4

P.T. 716+28.4

P.C. 716+99.4

P.T. 717+57.4

P.C. 718+28.4

P.T. 718+86.4

P.C. 719+57.4

P.T. 720+15.4

P.C. 720+86.4

P.T. 721+44.4

P.C. 722+15.4

P.T. 722+73.4

P.C. 723+44.4

P.T. 724+02.4

P.C. 724+73.4

P.T. 725+31.4

P.C. 726+02.4

P.T. 726+60.4

P.C. 727+31.4

P.T. 727+89.4

P.C. 728+60.4

P.T. 729+18.4

P.C. 729+89.4

P.T. 730+47.4

P.C. 731+18.4

P.T. 731+76.4

P.C. 732+47.4

P.T. 733+05.4

P.C. 733+76.4

P.T. 734+34.4

P.C. 735+05.4

P.T. 735+63.4

P.C. 736+34.4

P.T. 736+92.4

P.C. 737+63.4

P.T. 738+21.4

P.C. 738+92.4

P.T. 739+50.4

P.C. 740+21.4

P.T. 740+79.4

P.C. 741+50.4

P.T. 742+08.4

P.C. 742+79.4

P.T. 743+37.4

P.C. 744+08.4

P.T. 744+66.4

P.C. 745+37.4

P.T. 745+95.4

P.C. 746+66.4

P.T. 747+24.4

P.C. 747+95.4

P.T. 748+53.4

P.C. 749+24.4

P.T. 749+82.4

P.C. 750+53.4

P.T. 751+11.4

P.C. 751+82.4

P.T. 752+40.4

P.C. 753+11.4

P.T. 753+69.4

P.C. 754+40.4

P.T. 754+98.4

P.C. 755+69.4

P.T. 756+27.4

P.C. 756+98.4

P.T. 757+56.4

P.C. 758+27.4

P.T. 758+85.4

P.C. 759+56.4

P.T. 760+14.4

P.C. 760+85.4

P.T. 761+43.4

P.C. 762+14.4

P.T. 762+72.4

P.C. 763+43.4

P.T. 764+01.4

P.C. 764+72.4

P.T. 765+30.4

P.C. 766+01.4

P.T. 766+59.4

P.C. 767+30.4

P.T. 767+88.4

P.C. 768+59.4

P.T. 769+17.4

P.C. 769+88.4

P.T. 770+46.4

P.C. 771+17.4

P.T. 771+75.4

P.C. 772+46.4

P.T. 773+04.4

P.C. 773+75.4

P.T. 774+33.4

P.C. 775+04.4

P.T. 775+62.4

P.C. 776+33.4

P.T. 776+91.4

P.C. 777+62.4

P.T. 778+20.4

P.C. 778+91.4

P.T. 779+49.4

P.C. 780+20.4

P.T. 780+78.4

P.C. 781+49.4

P.T. 782+07.4

P.C. 782+78.4

P.T. 783+36.4

P.C. 784+07.4

P.T. 784+65.4

P.C. 785+36.4

P.T. 785+94.4

P.C. 786+65.4

P.T. 787+23.4

P.C. 787+94.4

P.T. 788+52.4

P.C. 789+23.4

P.T. 789+81.4

P.C. 790+52.4

P.T. 791+10.4

P.C. 791+81.4

P.T. 792+39.4

P.C. 793+10.4

P.T. 793+68.4

P.C. 794+39.4

P.T. 794+97.4

P.C. 795+68.4

P.T. 796+26.4

P.C. 796+97.4

P.T. 797+55.4

P.C. 798+26.4

P.T. 798+84.4

P.C. 799+55.4

P.T. 800+13.4

P.C. 800+84.4

P.T. 801+42.4

P.C. 802+13.4

P.T. 802+71.4

P.C. 803+42.4

P.T. 804+00.4

P.C. 804+71.4

P.T. 805+29.4

P.C. 806+00.4

P.T. 806+58.4

P.C. 807+29.4

P.T. 807+87.4

P.C. 808+58.4

P.T. 809+16.4

P.C. 809+87.4

P.T. 810+45.4

P.C. 811+16.4

P.T. 811+74.4

P.C. 812+45.4

P.T. 813+03.4

P.C. 813+74.4

P.T. 814+32.4

P.C. 815+03.4

P.T. 815+61.4

P.C. 816+32.4

P.T. 816+90.4

P.C. 817+61.4

P.T. 818+19.4

P.C. 818+90.4

P.T. 819+48.4

P.C. 820+19.4

P.T. 820+77.4

P.C. 821+48.4

P.T. 822+06.4

P.C. 822+77.4

P.T. 823+35.4

P.C. 824+06.4

P.T. 824+64.4

P.C. 825+35.4

P.T. 825+93.4

P.C. 826+64.4

P.T. 827+22.4

P.C. 827+93.4

P.T. 828+51.4

P.C. 829+22.4

P.T. 829+80.4

P.C. 830+51.4

P.T. 831+09.4

P.C. 831+80.4

P.T. 832+38.4

P.C. 833+09.4

P.T. 833+67.4

P.C. 834+38.4

P.T. 834+96.4

P.C. 835+67.4

P.T. 836+25.4

P.C. 836+96.4

P.T. 837+54.4

P.C. 838+25.4

P.T. 838+83.4

P.C. 839+54.4

P.T. 840+12.4

P.C. 840+83.4

P.T. 841+41.4

P.C. 842+12.4

P.T. 842+70.4

P.C. 843+41.4

P.T. 843+99.4

P.C. 844+70.4

P.T. 845+28.4

P.C. 845+99.4

P.T. 846+57.4

P.C. 847+28.4

P.T. 847+86.4

P.C. 848+57.4

P.T. 849+15.4

P.C. 849+86.4

P.T. 850+44.4

P.C. 851+15.4

P.T. 851+73.4

P.C. 852+44.4

P.T. 853+02.4

P.C. 853+73.4

P.T. 854+31.4

P.C. 855+02.4

P.T. 855+60.4

P.C. 856+31.4

P.T. 856+89.4

P.C. 857+60.4

P.T. 858+18.4

P.C. 858+89.4

P.T. 859+47.4

P.C. 860+18.4

P.T. 860+76.4

P.C. 861+47.4

P.T. 862+05.4

P.C. 862+76.4

P.T. 863+34.4

P.C. 864+05.4

P.T. 864+63.4

P.C. 865+34.4

P.T. 865+92.4

P.C. 866+63.4

P.T. 867+21.4

P.C. 867+92.4

P.T. 868+50.4

P.C. 869+21.4

P.T. 869+79.4

P.C. 870+50.4

P.T. 871+08.4

P.C. 871+79.4

P.T. 872+37.4

P.C. 873+08.4

P.T. 873+66.4

P.C. 874+37.4

P.T. 874+95.4

P.C. 875+66.4

P.T. 876+24.4

P.C. 876+95.4

P.T. 877+53.4

P.C. 878+24.4

P.T. 878+82.4

P.C. 879+53.4

P.T. 880+11.4

P.C. 880+82.4

P.T. 881+40.4

P.C. 882+11.4

P.T. 882+69.4

P.C. 883+40.4

P.T. 883+98.4

P.C. 884+69.4

P.T. 885+27.4

P.C. 885+98.4

P.T. 886+56.4

P.C. 887+27.4

P.T. 887+85.4

P.C. 888+56.4

P.T. 889+14.4

P.C. 889+85.4

P.T. 890+43.4

P.C. 891+14.4

P.T. 891+72.4

P.C. 892+43.4

P.T. 893+01.4

P.C. 893+72.4

P.T. 894+30.4

P.C. 895+01.4

P.T. 895+59.4

P.C. 896+30.4

P.T. 896+88.4

P.C. 897+59.4

P.T. 898+17.4

P.C. 898+88.4

P.T. 899+46.4

P.C. 900+17.4

P.T. 900+75.4

P.C. 901+46.4

P.T. 902+04.4

P.C. 902+75.4

P.T. 903+33.4

P.C. 904+04.4

P.T. 904+62.4

P.C. 905+33.4

P.T. 905+91.4

P.C. 906+62.4

P.T. 907+20.4

P.C. 907+91.4

P.T. 908+49.4

P.C. 909+20.4

P.T. 909+78.4

P.C. 910+49.4

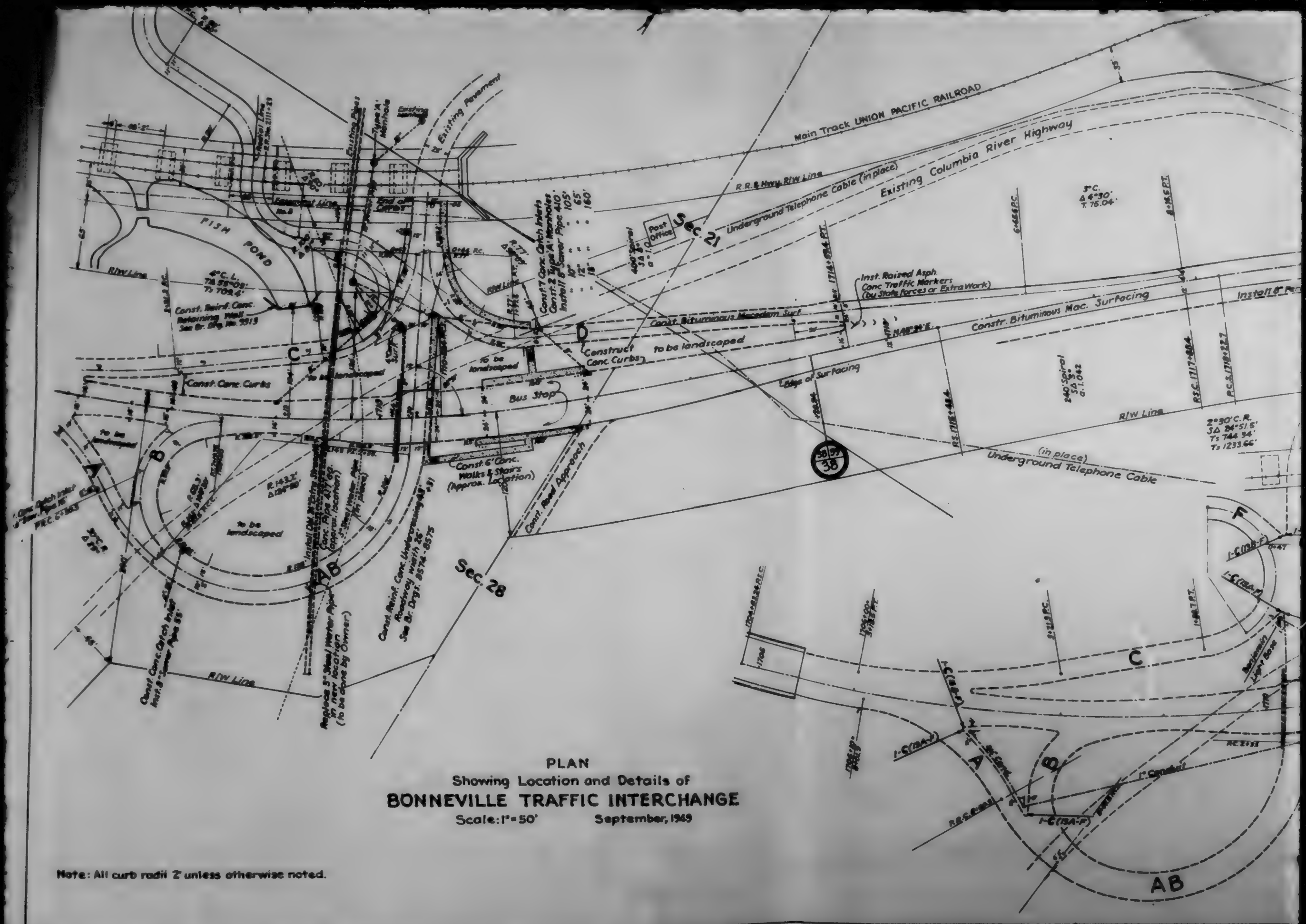
P.T. 911+07.4

P.C. 911+78.4

P.T. 912+36.4

P.C. 913+07.4

P.T. 913+65.



PLAN

Showing Location and Details of

BONNEVILLE TRAFFIC INTERCHANGE

Scale: 1" = 50' September, 1969

Note: All curb radii 2' unless otherwise noted.

Main Track UNION PACIFIC RAILROAD

R.R. & Hwy. R/W Line

Existing Columbia River Highway

Existing Gravel Surface Depot Connection

Underground Telephone Cable (in place)

Post Office

Sec. 21

Const. 17 Conc. Catch Inlets
Const. 2 Type 'A' Manholes
Install 8" Sewer Pipe 410'
10" ... 105'
12" ... 65'
15" ... 120'

400' Spiral
3Δ 3°
a.o. 1.042

5°C.
Δ 4°30'
T. 75.04'

6+55 P.C.

8+55 P.T.

Const. Depot Road Approach

Install 24" Pipe 90'

R/W Line

Inst. Raised Asph. Conc. Traffic Markers (by State Forces or Extra Work)

Const. Bituminous Macadam Surf.

Construct Conc. Curbs

to be landscaped

N 48°30' E

Constr. Bituminous Mac. Surfacing

Install 6" Perforated Drain Pipe 600'

Const. School Road Approach

1100' Spiral
3Δ 2°
a.o. 1.466

120'

100'

Edge of Surfacing

240' Spiral
3Δ 3°
a.o. 1.042

P.S. 1116+44.4

P.S.C. 1117+98.4

P.C.S. 1118+22.7

Bus Stop

R/W Line

2°30' C.R.
SΔ 24°51.5'
Ts 744.34'
Ts 1233.66'

Const. Road Approach

(in place)
Underground Telephone Cable

Existing Power Pole

F

1-C(13A-F)

1-C(13B-F)

D+41

D+44 R.C.

C

A

B

AB

1-C(13B-F)

1-C(13A-F)

1" Conduit

Junction Box

Underground Light Base

Install Light Pole Bases

NOTES

All conduit to be galvanized rigid conduit.
Conduit ends to be bent up and capped.
Junction boxes to be 6"x8"x4" cast iron with cover.

PLAN
Location and Details of
TRAFFIC INTERCHANGE
50' September, 1949

PLAN
Showing Location and Details of
TRAFFIC CONTROLS
and LIGHTING
Scale: 1"=50' September 1949

T. 2 N. R. 7 E., W. M.
Sec. 21

R/W Line

+10 Install 24" Extra Strength Pipe 125'

Constr. Bituminous Macadam Surface

Install 8" Perforated Drain Pipe 500'

Construct School Road Approach

R 40'

Existing Columbia River Highway

Multnomah County School District No. 46

Gymnasium

School

Install 18" Pipe 60'

R/W Line

T. 2 N. R. 7 E., W. M.
Sec. 21

DODSON–BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 15
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-248(8)		See Index

Existing Columbia River Highway

Existing Temporary Connec

Construct School Road Approach

R.40'

R.40'

Gymnasium

N. 70° 25' 10" E.

Install 18" Pipe 69' +X

R/W Line

PT. 1735+03.7

1735

120'

120'

12'

12'

STA. 1737+00

STA. 1738+50

END OF PROJECT

EAST END OF CONTRACT

Scale: 1" = 5' Ver.
50' Hor.

Constr. Bituminous Macadam Surface

Install 8" Perforated Drain Pipe 500'

Construct School Road Approach

Existing

Multnomah County School District No. 46

Gymnasium

School

R/W Line

Install 18" Pipe 60'

Install 18" Pipe 80'

Grade of Existing Col. River Hwy.

1200 l.v.c.

Install 8" Perforated Drain Pipe 500'

Str. Exc. 111 c.y. Rock Backfill 111 c.y.

Exc. 8812 Emb. 8812

Exc. 23784

Exc. 875 Emb. 875

Exc. 866 Emb. 866

Exc. 574 Emb. 574

Location 'A'

Location

Exc. 873
Emb. 873

Exc. 866
Emb. 866

Exc. 374
Emb. 874

Existing Ground Surface

Existing 18" Pipe 500'

Gutter Grade at Existing Cat Basin Rim +4.0

Install 18" Pipe 500'
Str. Exc. Trc. y.

Existing Columbia R/W Line

Construct School Road Approach

No. 46

Gymnasium

Install 18" Pipe 60'

R/W Line

PT. 1735+03.7

N. 70°25'10" E.

120'

120'

Existing Temporary Court

Scale: 1" = 5' Ver.
50' Hor.

STA. 1737+00

END OF PROJECT

STA. 1737+00

STA. 1738+50

EAST END OF CONTRACT

STA. 1738+50

+0.565

FI-248(15) Dodson-Bonneville Sec., 1949
Columbia River Hwy.
#3238
Folder # 1

RECEIVED
MAY 1 - 1950
FOR FILING

FI-240 (5)
3252

April 27, 1950

1863

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of April 17, advising us that you will bill us in due course for damage to a semaphore and for delay to trains from one of the blasts of the Peter Kiewit Sons' Company on the Bodson-Bonneville Section.

Inasmuch as the contractor carries insurance and a bond against damage to your property, it would be preferable that you bill the contractor direct, and our records seem to indicate that has been the practice followed in the past.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: Peter Kiewit Sons' Co.
H. G. Smith
A. G. Skelton

Hi

...pril 19, 1950 ASSIGNMENT No 1863
By

Description: L. W. Althof's letter of April 17 stating that our contractor working west of Bonneville knocked down one of the poles of the Union Pacific RR Co. by blasting

Acknowledged by _____ Referred to H. O. Smith

XXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO
W. G. WILLIAMS 4-25-51
FOR FILING

Assignment executed _____ Report received

Remarks:

FORM 5010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

April 17, 1950

651 PITTOCK BLOCK
PORTLAND 5, OREGON

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. L. A. Collins - Building
Mr. A. McAllister - Albina)

Dear Sir:

On April 13, 1950, your Contractor working just west of Bonneville set off a blast which knocked down one of our poles - breaking our automatic block signal wires and causing serious delay to trains. We will in due course bill you to cover the damage.

Yours truly,

L. W. Althof

RECEIVED
APR 19 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 13 1950
FOR FILING

FI-348(15)
3238

April 12, 1950

Honorable Douglas McKay
Governor of the State of Oregon
Capitol Building
Salem, Oregon

Dear Governor McKay:

Recently C. R. Grimm sent you a letter about the inconvenience to the school children caused by the building of the Columbia River Highway in the vicinity of Somerville. The attached letter indicates that arrangements have been made to care for the situation in the future.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

FORM E-30 REV 8-49 50000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 5, 1950

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with your telephone conversation of last Saturday, Mr. Don Boots, Superintendent for Peter Kiewit Sons' Company, and myself met with C. R. Grimm, Chairman of the Bonneville School Board, Mr. Jack Boon, Principal of the Bonneville School, and Mr. Frank M. Lewis, Superintendent of the Bonneville Reservation, in regard to traffic delay on the Dodson-Bonneville contract, particularly as it effected children attending the Bonneville school.

From the discussion, it appeared that operations up until last week had not been unsatisfactory for the school, and the delays up until that time had been minor. On Wednesday of last week, March 29th, traffic was delayed from 1:00 P.M. to 5:00 P.M. due to a shot that put several large boulders in the roadway, and required block holding and re-shooting before they could be moved and the highway opened. Some of this delay was occasioned by a train movement that delayed this re-shooting. On Thursday, March 30th, a shot was put off at 1:30 P.M. and traffic was delayed until 7:30 P.M. This was a larger shot than the day before, and a number of large boulders again came down in the roadway, which required considerable re-shooting to dispose of them. Part of this delay was again occasioned by having to coordinate with a train movement.

In discussion of the future work, it does not appear that there is any further work in the immediate future that should cause excessive delay. The cut that they were working on a short ways east of McCord Creek, and the serious shooting in this cut, has been completed. The balance of the shooting in the cuts both east and west of McCord Creek should not cause undue delay. The next serious place we have will be in the Tanner Creek cut, which does present the possibility of a serious problem in keeping delays down to the minimum. In discussing the problem, it was decided that any shot that might cause serious delay would be checked with the school authorities so that they could dismiss their school early on the particular occasion, and get the children home before the shot was put off. This seemed to be a satisfactory solution to all hands, and I do not

anticipate further serious difficulties as far as the school board is concerned.

Should we run into more serious difficulties on the Tanner Creek cut, it may be necessary to work at least a portion of this at night, and block traffic for a longer period when there is the possibility of serious delay.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
Carl A. Peterson

RECEIVED
AEC
COMMISSION

RECEIVED
FOR FILING

April 21, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Dodson-Bonneville Section, Project No. FI-248 (15).

The completely executed copies of agreement covering encroachment on the railroad right of way have not been returned by the railroad company. The usual copies, however, will be submitted to you as soon as the executed agreement is received.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:ew

Oregon State Highway Department — Federal Aid Project No. FI-248 (15)

DODSON-BONNEVILLE SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1950

Type Code 5251
Roadway (Sta. 1450+50 to 1737+00) (Contract No. 3238)

All Required		Clearing and Grubbing (99%)		$ 35,343.00
4,300	cu. yds.	Structural Excavation, Unclassified	$ 5.80	24,940.00
165,900	cu. yds.	General Excavation, Location "A", Unclassified	0.66	109,494.00
365,000	cu. yds.	General Excavation, Location "B", Unclassified	1.06	386,900.00
1,790,000	yd. sta.	Short Overhaul	0.015	26,850.00
47,000	C-yd. sta.	Long Overhaul	0.60	28,200.00
2,000	cu. yds.	Excavating and Placing Topsoil	1.70	3,400.00
5.19	miles	Finishing Roadbed and Slopes	565.00	2,932.35
22,000	lin. ft.	Rounding Cutbanks	0.15	3,300.00
1,200	lin. ft.	8" Perforated Metal Drain Pipe, Coated	2.00	2,400.00
1,800	lin. ft.	18" Corrugated Metal Pipe	3.50	6,300.00
740	lin. ft.	24" Corrugated Metal Pipe	5.25	3,885.00
160	lin. ft.	36" Corrugated Metal Pipe	10.00	1,600.00
430	lin. ft.	48" Corrugated Metal Pipe	13.90	5,977.00
70	lin. ft.	84" Corrugated Metal Pipe, Uncoated	37.50	2,625.00
140	lin. ft.	18" Extra Strength Corrugated Metal Pipe	4.10	574.00
380	lin. ft.	24" Extra Strength Corrugated Metal Pipe	6.70	2,546.00
230	lin. ft.	36" Extra Strength Corrugated Metal Pipe	12.10	2,783.00
120	lin. ft.	60" Extra Strength Corrugated Metal Pipe (Protected Invert)	28.70	3,444.00
900	lin. ft.	24" Extra Strength Concrete Pipe	5.25	4,725.00
520	lin. ft.	8" Sewer Pipe	0.90	468.00
120	lin. ft.	10" Sewer Pipe	1.05	126.00
70	lin. ft.	12" Sewer Pipe	1.45	101.50
170	lin. ft.	18" Sewer Pipe	2.85	484.50
270	cu. yds.	Rock or Gravel Backfill in Drains	3.95	1,066.50
9	only	Concrete Inlets	80.00	720.00
2	only	Type "A" Manholes	375.00	750.00
200	cu. yds.	Concrete Curbs	80.00	16,000.00

390	sq. yds.	Concrete Walks	$ 5.00	$	1,950.00
120	lin. ft.	Expansion Joints in Walks	0.45		54.00
50	only	Concrete Sight Posts	10.00		500.00
All Required		Recesses for Traffic Control Markers			95.00
310	lin. ft.	3/4" Electrical Conduit	0.85		263.50
700	lin. ft.	1" Electrical Conduit	0.95		665.00
310	lin. ft.	1¼" Electrical Conduit	1.05		325.50
2	only	Metal Junction Boxes	50.00		100.00
380	cu. yds.	Class "A" Concrete	75.00		28,500.00
59,000	lbs.	Metal Reinforcement	0.12		7,080.00
80	lin. ft.	Pipe Rail in Place	12.00		960.00
42	lin. ft.	93" Sectional Plate Arch Pipe	42.00		1,764.00
42	lin. ft.	107" Sectional Plate Arch Pipe	57.00		2,394.00
75,600	cu. yds.	3" - 0" Rock in Base	1.50		113,400.00
16,310	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70		27,727.00
2,290	M-gal.	Sprinkling	2.50		5,725.00
30	cu. yds.	Dry Rubble	10.00		300.00
24	lin. ft.	½" Galvanized Iron Pipe	0.35		8.40
1,200	lin. ft.	3/4" Galvanized Iron Pipe	0.44		528.00
770	lin. ft.	1" Galvanized Iron Pipe	0.55		423.50
700	lin. ft.	1¼" Galvanized Iron Pipe	0.65		455.00
660	lin. ft.	1½" Galvanized Iron Pipe	0.75		495.00
600	lin. ft.	2" Galvanized Iron Pipe	1.20		720.00
230	lin. ft.	2½" Galvanized Iron Pipe	1.50		345.00
6	only	1½" Section Control Valve	15.00		90.00
8	only	2" Section Control Valve	20.00		160.00
6	only	½" Drain Valve	11.00		66.00
150	only	Stationary Sprinkler Heads	1.95		292.50
8	only	Pop-up Revolving Sprinkler Heads	15.00		120.00
1.20	acres	Preparing Soil and Seeding to Lawn	1,250.00		1,500.00
16	cwt.	Commercial Fertilizer	12.50		200.00
5.19	miles	Preparation of Base	200.00		1,038.00
10,250	cu. yds.	Furnishing and Placing Aggregates	3.00		30,750.00
696	tons	Furnishing and Placing 121-150 Asphalt	33.50		23,316.00
148	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	36.00		5,328.00
			Subtotal	$	935,573.25
			10% Engr. & Cont.		93,557.32
			Total		$1,029,130.57

Type Code X223

Bonneville Overcrossing (Sta. 1710+14.4 to 1710+47.6)
(Contract No. 3238)

100	cu. yds.	Structural Excavation, Unclassified	$ 5.80	$	580.00

3,000	cu. yds.	General Excavation, Location "B", Unclassified	$ 1.06	$ 3,180.00
430	cu. yds.	Class "A" Concrete	75.00	32,250.00
58,000	lbs.	Metal Reinforcement	0.12	6,960.00
				$ 42,970.00

Type Code X021
McCord Creek Bridge (Sta. 1577+02.7 to 1580+64)(Contract No. 3239)

300	cu. yds.	Structural Excavation	$16.00	$ 4,800.00
10	cu. yds.	Structural Excavation Below Elevation Shown	20.00	200.00
880	cu. yds.	Class "A" Concrete	75.00	66,000.00
148,000	lbs.	Metal Reinforcement	0.11	16,280.00
735	lin. ft.	Metal Rail	11.00	8,085.00
				$ 95,365.00

Type Code X021
McClit Creek Bridge (Sta. 1637+58 to 1640+18)(Contract No. 3233)

460	cu. yds.	Structural Excavation	$ 5.00	$ 2,300.00
40	cu. yds.	Structural Excavation Below Elevation Shown	10.00	400.00
800	cu. yds.	Class "A" Concrete	65.00	52,000.00
175,000	lbs.	Metal Reinforcement	0.10	17,500.00
540	lin. ft.	Metal Rail	10.00	5,400.00
				$ 77,600.00

Type Code X021
Tanner Creek Bridge (Sta. 1701+63 to 1705+43)(Contract No. 3234)

380	cu. yds.	Structural Excavation	$ 16.00	$ 6,080.00
30	cu. yds.	Structural Excavation Below Elevation Shown	25.00	750.00
1,960	cu. yds.	Class "A" Concrete	67.50	132,300.00
354,000	lbs.	Metal Reinforcement	0.105	37,170.00
820	lin. ft.	Metal Rail	11.45	9,389.00
				$ 185,689.00

Subtotal	$ 401,624.00
10% Engr. & Cont.	40,162.40
Total	$ 441,786.40

Length of Roadway	5.182 miles
Length of Structures	.196 mile
Total Length	5.378 miles
Cost per mile, Roadway	$198,597.16

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$1,029,130.52	$617,793.00	$411,337.52
Structures	441,786.40	265,207.00	176,579.40
	$1,470,916.92	$883,000.00	$587,916.92

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

August 30, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Dodson-Bonneville Section, Project No. FL-24.8 (15).

Two sets of full scale plans and six bid proposal each for the roadway contract and the three bridge contracts are being sent under separate cover.

You will note the beginning of the project is at Station 1450+50 which extends onto Project No. FL-24.8 (14) a distance of 150 feet, or from Station 1452+00, the designated end of that project. This change has been occasioned for the reason the Forest Highway Department which had the grading of the east end of Project No. FL-24.8 (14) terminated the grading work at Station 1450+50.

We will accordingly revise the plans and estimate for Project No. FL-24.8 (15) to conform to this change and send the revised papers to you in the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

JWN/ga

Oregon State Highway Department Federal Aid Project No. FI-248 (15)

[redacted] SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 1, 1949

Type Code 5251
Roadway (Sta. 1450+50 to 1737+00)

All Required		Clearing and Grubbing (99%)			$ 34,650.00
4,300	cu. yds.	Structural Excavation, Unclassified		2.50	10,750.00
165,900	cu. yds.	General Excavation, Location "A", Unclassified		0.45	74,655.00
365,000	cu. yds.	General Excavation, Location "B", Unclassified		1.35	492,750.00
1,790,000	yd. sta.	Short Overhaul		0.015	26,850.00
47,000	C-yd. sta.	Long Overhaul		0.45	21,150.00
2,000	cu. yds.	Excavating and Placing Topsoil		1.25	2,500.00
5.19	miles	Finishing Roadbed and Slopes		800.00	4,152.00
22,000	lin. ft.	Rounding Cutbanks		0.15	3,300.00
1,200	lin. ft.	8" Perforated Metal Drain Pipe, Coated		1.50	1,800.00
1,800	lin. ft.	18" Corrugated Metal Pipe		3.50	6,300.00
740	lin. ft.	24" Corrugated Metal Pipe		4.50	3,330.00
160	lin. ft.	36" Corrugated Metal Pipe		9.00	1,440.00
430	lin. ft.	48" Corrugated Metal Pipe		14.00	6,020.00
70	lin. ft.	84" Corrugated Metal Pipe, Uncoated		40.00	2,800.00
140	lin. ft.	18" Extra Strength Corrugated Metal Pipe		4.00	560.00
380	lin. ft.	24" Extra Strength Corrugated Metal Pipe		5.00	1,900.00
230	lin. ft.	36" Extra Strength Corrugated Metal Pipe		10.00	2,300.00
120	lin. ft.	60" Extra Strength Corrugated Metal Pipe (Protected Invert)		22.00	2,640.00
900	lin. ft.	24" Extra Strength Concrete Pipe		5.00	4,500.00
520	lin. ft.	8" Sewer Pipe		1.25	650.00
120	lin. ft.	10" Sewer Pipe		1.50	180.00
70	lin. ft.	12" Sewer Pipe		2.00	140.00
170	lin. ft.	18" Sewer Pipe		3.00	510.00
270	cu. yds.	Rock or Gravel Backfill in Drains		4.00	1,080.00
9	only	Concrete Inlets		60.00	540.00
2	only	Type "A" Manholes		250.00	500.00

200	cu. yds.	Concrete Curbs	$ 50.00	$ 10,000.00
390	sq. yds.	Concrete Walks	3.50	1,365.00
120	lin. ft.	Expansion Joints in Walks	0.15	18.00
50	only	Concrete Sight Posts	10.00	500.00
All Required		Recesses for Traffic Control Markers		100.00
310	lin. ft.	3/4" Electrical Conduit	0.40	124.00
700	lin. ft.	1" Electrical Conduit	0.50	350.00
310	lin. ft.	1½" Electrical Conduit	0.60	186.00
2	only	Metal Junction Boxes	15.00	30.00
380	cu. yds.	Class "A" Concrete	60.00	22,800.00
59,000	lbs.	Metal Reinforcement	0.12	7,080.00
80	lin. ft.	Pipe Rail in Place	2.00	160.00
42	lin. ft.	93" Sectional Plate Arch Pipe	35.00	1,470.00
42	lin. ft.	107" Sectional Plate Arch Pipe	45.00	1,890.00
73,600	cu. yds.	3" - 0" Rock in Base	1.75	132,300.00
16,310	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.15	35,066.50
2,290	M-gal.	Sprinkling	2.50	5,725.00
30	cu. yds.	Dry Rubble	20.00	600.00
24	lin. ft.	½" Galvanized Iron Pipe	0.40	9.60
1,200	lin. ft.	3/4" Galvanized Iron Pipe	0.45	540.00
770	lin. ft.	1" Galvanized Iron Pipe	0.50	385.00
700	lin. ft.	1¼" Galvanized Iron Pipe	0.55	385.00
660	lin. ft.	1½" Galvanized Iron Pipe	0.65	429.00
600	lin. ft.	2" Galvanized Iron Pipe	1.00	600.00
230	lin. ft.	2½" Galvanized Iron Pipe	1.30	299.00
6	only	1½" Section Control Valves	12.50	75.00
8	only	2" Section Control Valves	17.50	140.00
6	only	½" Drain Valves	8.00	48.00
150	only	Stationary Sprinkler Heads	1.50	225.00
8	only	Pop-up Revolving Sprinkler Heads	12.00	96.00
1.20	acres	Preparing Soil and Seeding to Lawn	1,200.00	1,440.00
16	cwt.	Commercial Fertilizer	6.50	104.00
5.19	miles	Preparation of Base	200.00	1,038.00
10,250	cu. yds.	Furnishing and Placing Aggregates	3.50	35,875.00
696	tons	Furnishing and Placing 121-150 Asphalt	35.00	24,360.00
148	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	37.00	5,476.00
181	tons	Furnishing and Placing RT-4 Tar in Binder Course	31.00	(Alternate)
			Subtotal	$ 999,236.10
			10% Engr. & Cont.	99,923.61
			Total	$1,099,159.71

Type Code X223

Harneyville Overcrossing (Sta. 1710+14.4 to 1710+47.6)

100	cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 250.00

3,000	cu. yds.	General Excavation, Location "B", Unclassified	$ 1.35	$ 4,050.00
430	cu. yds.	Class "A" Concrete	60.00	25,800.00
58,000	lbs.	Metal Reinforcement	0.12	6,960.00
				$ 37,060.00

Type Code X021
McCord Creek Bridge (Sta. 1577+02.7 to 1580+64)

300	cu. yds.	Structural Excavation	$ 7.50	$ 2,250.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
880	cu. yds.	Class "A" Concrete	65.00	57,200.00
148,000	lbs.	Metal Reinforcement	0.12	17,760.00
735	lin. ft.	Metal Rail	12.00	8,820.00
				$ 86,130.00

Type Code X021
Moffitt Creek Bridge (Sta. 1637+58 to 1640+18)

460	cu. yds.	Structural Excavation	$10.00	$ 4,600.00
40	cu. yds.	Structural Excavation Below Elevation Shown	10.00	400.00
800	cu. yds.	Class "A" Concrete	62.50	50,000.00
175,000	lbs.	Metal Reinforcement	0.12	21,000.00
540	lin. ft.	Metal Rail	12.00	6,480.00
				$ 82,480.00

Type Code X021
Tanner Creek Bridge (Sta. 1701+63 to 1705+43)

380	cu. yds.	Structural Excavation	$10.00	$ 3,800.00
30	cu. yds.	Structural Excavation Below Elevation Shown	10.00	300.00
1,960	cu. yds.	Class "A" Concrete	62.50	122,500.00
354,000	lbs.	Metal Reinforcement	0.12	42,480.00
820	lin. ft.	Metal Rail	12.00	9,840.00
				$178,920.00

	Subtotal	$384,590.00
	10% Engr. & Cont.	38,459.00
	Total	$423,049.00

Length of Roadway	5.182 miles
Length of Structures	0.196 mile
Total Length	5.378 miles
Cost per mile, Roadway	$212,111.09

SUMMARY OF FUNDS

	Total Cost	Federal Aid Funds	State Funds
Roadway	$1,099,159.71	$659,261.00	$439,898.71
Structures	423,049.00	253,739.00	169,310.00
	$1,522,208.71	$913,000.00	$609,208.71

Oregon State Highway Department — Federal Aid Project No. FI-248 (15)

DODSON-BONNEVILLE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 29, 1949

Type Code 5251
Roadway (Sta. 1450+50 to 1737+00)

All Required		Clearing and Grubbing (99%)			$ 34,650.00
4,300	cu. yds.	Structural Excavation, Unclassified	2.50	10,750.00	
165,900	cu. yds.	General Excavation, Location "A", Unclassified	0.45	74,655.00	
365,000	cu. yds.	General Excavation, Location "B", Unclassified	1.35	492,750.00	
1,790,000	yd. sta.	Short Overhaul	0.015	26,850.00	
47,000	C-yd. sta.	Long Overhaul	0.45	21,150.00	
2,000	cu. yds.	Excavating and Placing Topsoil	1.25	2,500.00	
5.19	miles	Finishing Roadbed and Slopes	800.00	4,152.00	
22,000	lin. ft.	Rounding Cutbanks	0.15	3,300.00	
1,200	lin. ft.	8" Perforated Metal Drain Pipe, Coated	1.50	1,800.00	
1,800	lin. ft.	18" Corrugated Metal Pipe	3.50	6,300.00	
740	lin. ft.	24" Corrugated Metal Pipe	4.50	3,330.00	
160	lin. ft.	36" Corrugated Metal Pipe	9.00	1,440.00	
430	lin. ft.	48" Corrugated Metal Pipe	14.00	6,020.00	
70	lin. ft.	84" Corrugated Metal Pipe, Uncoated	40.00	2,800.00	
140	lin. ft.	18" Extra Strength Corrugated Metal Pipe	4.00	~~640.00~~ 560 "	
380	lin. ft.	24" Extra Strength Corrugated Metal Pipe	5.00	1,900.00	
230	lin. ft.	36" Extra Strength Corrugated Metal Pipe	10.00	2,300.00	
120	lin. ft.	60" Extra Strength Corrugated Metal Pipe (Protected Invert)	22.00	2,640.00	
900	lin. ft.	24" Extra Strength Concrete Pipe	5.00	4,500.00	
520	lin. ft.	8" Sewer Pipe	1.25	650.00	
120	lin. ft.	10" Sewer Pipe	1.50	180.00	
70	lin. ft.	12" Sewer Pipe	2.00	140.00	
170	lin. ft.	18" Sewer Pipe	3.00	510.00	
270	cu. yds.	Rock or Gravel Backfill in Drains	4.00	1,080.00	
9	only	Concrete Inlets	60.00	540.00	
2	only	Type "A" Manholes	250.00	500.00	

200	cu. yds.	Concrete Curbs	$ 50.00	$ 10,000.00
390	sq. yds.	Concrete Walks	3.50	1,365.00
120	lin. ft.	Expansion Joints in Walks	0.15	18.00
50	only	Concrete Sight Posts	10.00	500.00
All Required		Recesses for Traffic Control Markers		100.00
310	lin. ft.	3/4" Electrical Conduit	0.40	124.00
700	lin. ft.	1" Electrical Conduit	0.50	350.00
310	lin. ft.	1¼" Electrical Conduit	0.60	186.00
2	only	Metal Junction Boxes	15.00	30.00
380	cu. yds.	Class "A" Concrete	60.00	22,800.00
59,000	lbs.	Metal Reinforcement	0.12	7,080.00
80	lin. ft.	Pipe Rail in Place	2.00	160.00
2	only	~~25' Log Spans~~	~~4,000.00~~	~~8,000.00~~
75,600	cu. yds.	3" - 0" Rock in Base	1.75	132,300.00
16,310	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.15	35,066.50
2,290	M-gal.	Sprinkling	2.50	5,725.00
30	cu. yds.	Dry Rubble	20.00	600.00
24	lin. ft.	½" Galvanized Iron Pipe	0.40	9.60
1,200	lin. ft.	3/4" Galvanized Iron Pipe	0.45	540.00
770	lin. ft.	1" Galvanized Iron Pipe	0.50	385.00
700	lin. ft.	1¼" Galvanized Iron Pipe	0.55	385.00
660	lin. ft.	1½" Galvanized Iron Pipe	0.65	429.00
600	lin. ft.	2" Galvanized Iron Pipe	1.00	600.00
230	lin. ft.	2½" Galvanized Iron Pipe	1.30	299.00
6	only	1½" Section Control Valves	12.50	75.00
8	only	2" Section Control Valves	17.50	140.00
6	only	½" Drain Valves	8.00	48.00
150	only	Stationary Sprinkler Heads	1.50	225.00
8	only	Pop-up Revolving Sprinkler Heads	12.00	96.00
1.20	acres	Preparing Soil and Seeding to Lawn	1,200.00	1,440.00
16	cwt.	Commercial Fertilizer	6.50	104.00
5.19	miles	Preparation of Base	200.00	1,038.00
10,250	cu. yds.	Furnishing and Placing Aggregates	3.50	35,875.00
696	tons	Furnishing and Placing 121-150 Asphalt	35.00	24,360.00
148	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	37.00	5,476.00
181	tons	Furnishing and Placing RT-4 Tar in Binder Course	31.00	(Alternate)
		Subtotal		~~$1,003,956.10~~
		10% Engr. & Cont.		~~100,395.61~~
		Total		~~$1,104,351.71~~

Type Code X223
Bonneville Overcrossing (Sta. 1710+14.4 to 1710+47.6)

100	cu. yds.	Structural Excavation, Unclassified	$ 2.50	$ 250.00

3,000	cu. yds.	General Excavation, Location "B", Unclassified	$ 1.35	$ 4,050.00
430	cu. yds.	Class "A" Concrete	60.00	25,800.00
58,000	lbs.	Metal Reinforcement	0.12	6,960.00
				$ 37,060.00

Type Code X021
McCord Creek Bridge (Sta. 1577+02.7 to 1580+64)

300	cu. yds.	Structural Excavation	$ 7.50	$ 2,250.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
880	cu. yds.	Class "A" Concrete	65.00	57,200.00
148,000	lbs.	Metal Reinforcement	0.12	17,760.00
735	lin. ft.	Metal Rail	12.00	8,820.00
				$ 86,130.00

Type Code X021
Moffitt Creek Bridge (Sta. 1637+58 to 1640+18)

460	cu. yds.	Structural Excavation	$ 10.00	$ 4,600.00
40	cu. yds.	Structural Excavation Below Elevation Shown	10.00	400.00
800	cu. yds.	Class "A" Concrete	62.50	50,000.00
175,000	lbs.	Metal Reinforcement	0.12	21,000.00
540	lin. ft.	Metal Rail	12.00	6,480.00
				$ 82,480.00

Type Code X021
Tanner Creek Bridge (Sta. 1701+63 to 1705+43)

380	cu. yds.	Structural Excavation	$ 10.00	$ 3,800.00
30	cu. yds.	Structural Excavation Below Elevation Shown	10.00	300.00
1,960	cu. yds.	Class "A" Concrete	62.50	122,500.00
354,000	lbs.	Metal Reinforcement	0.12	42,480.00
820	lin. ft.	Metal Rail	12.00	9,840.00
				$178,920.00

Subtotal	$384,590.00
10% Engr. & Cont.	38,459.00
Total	$423,049.00

Length of Roadway	5.182 miles
Length of Structures	0.196 mile
Total Length	5.378 miles
Cost per mile, Roadway	~~$213,113.02~~ 212,111.07

SUMMARY OF FUNDS

Item	#	Total Cost	Federal Aid Funds	State Funds	
Roadway	1,091,157.71	~~$1,104,991.71~~	~~$660,292.00~~ 657261	~~$442,059.71~~ 431818.71	
Structures	423,049.00	~~263,708.00~~ 253739	~~159,341.00~~	169310.00	
	1523,208.71	~~$1,927,400.71~~	~~$916,000.00~~	~~$611,400.71~~	601128.71
			913000.00		

DODSON-BONNEVILLE SECTION

PROJECT NO. FI-248 (15)

While negotiations for rights of way are in progress seven parcels have not been acquired. In addition there are several encroachments on the Union Pacific Company's property where easements are required.

Requests for the encroachment easements are being submitted to the railroad company and it is believed their approval will be secured within eighteen days. It is also believed the rights to occupy and use the other necessary parcels can be secured within the same period.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 30, 1949

RECEIVED
APR 10 1950
FOR FILING

FI-148(2)
3238

File

April 6, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, are copies of Work Order No. 1, covering the moving of buildings to clear roadway operations on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 3238, in connection with Federal Aid Project No. FI-248 (15).

This work is provided for in the contract special provisions as Extra Work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
HBPrad

RECEIVED
APR 11 1950
FOR FILING

FT 249(1-2)
3028

Bonneville, Oregon
3 April 1950

State Highway Dept.,
Salem, Oregon

Attention: Mr. Baldock

Gentlemen:

This letter serves to act as conformation of the telephone call between myself and Mr. Baldock on Saturday April 1, 1950.

Our School Board, meeting in special session Friday evening, authorized me to bring this matter to your attention. We felt that we had just cause to attempt to secure rather sudden action in the interests of the parents and the children of the parents who are at present victims of the road construction delays.

The enclosed copy of a letter addressed to the State Supt., of Public instruction states our case rather well and rather completely.

We have just had a meeting with Mr. Skelton and Mr. Boots and have apparently arrived at an amicable solution to this problem for the time being.

Yours very truly,

Bonneville School Board Dist # 46

by C. Robert Grim
C. Robert Grim, Chairman.

RECEIVED
APR 13
STATE HIGHWAY COMM.

NOTED
W. C. WILLIAMS

Bonneville School Dist. # 46
Multnomah County
Bonneville, Oregon
April 1, 1950

Rex Putnam,
State Superintendent of Public Instruction
State Library Building,
Salem, Oregon.

Dear Sir:

The members of our school district board wish to acquaint you with a local problem which appears to have gone beyond any rational limits and seek some advise as to what we could do to combat it without materially injuring our school. It concerns transportation of our pupils to and from school through road blocks incurred by construction.

During the greater portion of the 1949-50 school year we have been attempting to operate our school under what appears to be continually increasing trying conditions. These conditions can be traced directly to the construction, by the State Highway Department, of the Dodson - Bonneville section of the so-called Columbia River Highway.

Our schoolhouse is located at the Eastern end of this construction and 100% of our transported students have to be hauled through this construction area. We have no non-transported children enrolled in school.

We found, during the months of November and December of 1949, that some drastic action would have to be taken to insure the continuation of our school after the first of the year. This became more apparent the closer we came to the end of the month of December. We were compelled to make two trips with our bus through the construction area morning and evening. The construction on the road was such that we had to wait for designated times to pass through the blasting area. We attempted to alleviate this for the moment by overloading our bus and placing some of our students on the Cascade Locks High School bus which also had to make the same trip.

This construction brought another problem. Each day the local power company turned off our electricity during blasting operations at such times that we were, on occasions, compelled to feed our children "warm" rather than "hot" Class A type lunches. In addition it meant teaching in classrooms during the dark winter months without benefit of artificial light.

This situation was brought to a head during the Christmas Holidays by a meeting of the representatives of the different factions involved - The State Highway Commission, City Light of Cascade Locks Oregon, our school, Bridal Veil Lumber Company, the Construction Company, and the Union Pacific Railroad. Each person involved expressed his views and

wishes, and each, working with the other gave something so that we thought we had solved our broblems. The light company arranged for us to have nearly uninterrupted power while the construction company and our principal worked out a schedule so that our bus could get through the blasting area without delay.

For our part of the bargain we secured a new 60 passenger bus at a const of nearly $10,000 and agreed to haul all our children plus the Cascade Locks High school children through the construction area in one trip both morning and night. This meant that we kept our Primary grade children at school for a longer period of time but, as long as we had the tacit permission of the parents and allowed longer rest periods for the children without any increased classroom instruction time, we were willing to do this to facilitate the construction of the road.

Since the State has begun their construction again we have made every effort to comply as nearly as possible with the construction schedule. Our bus is usually held up a few minutes in the morning on the way to school but never an appreciable amount of time. We haul all children attending school through that area in our big bus in one trip.

The evening trip home is the big problem. Prior to the week just completed, while running on the schedule which was agreed upon by Mr. Boots, the construction superintendent and Mr. Boon, our principal, the bus has been compelled to be held up for as much as 55 minutes. This is bad with a bus loaded with 60 1st through 12th grade children.

Last week it became worse. Without prior warning on Wednesday March 29 there was a blast which closed the road from 1:30 pm until 6:30. The following day the road was closed from 1:30 until 7:30. Some of the children did not reach home until after 7:00 on Wednesday and 8:00 on Thursday. Mr. Boon, our principal, and the teachers kept the children at school until notified by the construction company that the road was passable. The children were given fruit at school on Wednesday and on Thursday were fed soup and whatever else could be found and prepared on short notice in the cafeteria. We had one child absent, ill, as a direct result of this long wait! We have been informed by the teachers that there is a noticable fatigue in the children in the classroom the following day. The Primary children fell asleep on the bus on the way home! It is impossible to notify all parents concerned of the road closure and that their children will be late.

Our board called a special meeting last night to discuss this and voted that we draft this letter to you. We feel that we are, and have expended more than our share in an attempt to operate our school. We hope to continue operating our school and shall do so if it is possible without endangering the children of this community. However, we do not deem it wise to continue unless we can be assured that the children will be able to get to school and home again on time.

There has been a proposal that we discontinue school until some adequate arrangement has been made to take care of this situation. It was called to our attention that we might lose our basic school support fund if we follow this suggestion. We do not wish to do that. Would we have just cause to close our school? If we closed due to the continued existence of this lengthily discussed state of affairs, would we lose all our state school support? Could we operate on a half-day basis if that can be worked out with the Highway Commission and send the children home before the blast? Whom should we bill for the extra expenses incurred while these children are kept at school? Wouldn't the parents be justified in refusing to send their children to school under these conditions?

Finally, would you please bring whatever pressure your office can to help us have this situation alleviated at the earliest possible moment? We hesitate doing anything as drastic as closing our school until we know from your office how it would affect our school.

We would appreciate an early reply.

You will notice disposition of copies of this letter.

Yours very truly,

Bonneville School District # 46

by C. Robert Grim.
C. Robert Grim, Chariman

cc: Governor McKay
County School Supt.,
State Highway Dept.,
Child Welfare Dept.,
Parent each child concerned

RECEIVED
MAR 21 1950
FOR FILING
FORM E-20 35M 1-49 20023

File

RI-218(1S)
2334

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1950

Copy
REFERRED TO
Porter
Ass't. Chief Engineer

1684

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Sir:

Reference is made to Record of Assignment No. 1684 WCW pertaining to the outer highway adjacent to and South of Warren Packing Co. property at Warrendale on the Columbia River Highway.

This matter has been investigated, and we are now preparing descriptions which will permit the transfer of that property outside of the service road back to the Warren Packing Co.

The original plan called for this service road to be adjacent to the right of way line which was 160' from the centerline. The service road is now constructed with the centerline 90' from the center of the main highway which leaves more right of way North of the service road than is required for construction purposes.

As soon as the descriptions can be prepared in the field, we will furnish them to the Right of Way Department.

Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:es

NOTED
W. C. WILLIAMS

RECEIVED
MAR 24 1950
FOR FILING

FORM E-30 REV 6-49 22606

FI-2491
F.3?

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1950

SUBJECT: State Highway Commission
v.
Noyes E. Tyrell, et al.
L 1597

Hazel Potter Meyer, et vir.
v.
State of Oregon
L 1593

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I was advised this morning that Mr. Peterson, Resident Engineer on the Dodson-Bonneville construction project, had contacted this office with respect to the State's right to take possession of the Tyrell and Meyer properties located in the vicinity of the entrance to the Bonneville Dam. I called Mr. Peterson and advised him that we have the right to take possession of the Tyrell property pursuant to the statute authorizing possession upon the filing of a complaint in condemnation, which has been done, and that we have the right to take possession of the Meyer property pursuant to the terms of our option, which option is the basis of a suit for its specific performance brought by the Meyers against the State. I have also written letters to the attorneys for both of these property owners advising them that we are taking possession of the properties, copies of which letters are attached hereto.

Yours very truly,

J. M. DEVERS

By C W Enfield

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - H. G. Smith

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

March 22, 1950

Mr. Philip Hammond
Attorney at Law
U. S. National Bank Building
Portland 4, Oregon

Re: State Highway Commission
v.
Hoyes R. Tyrell, et al.
L 1597

Dear Mr. Hammond:

This is to advise you that the contractor's work upon the Dodson-Bonneville Section of the Columbia River Highway has progressed to the point that it is necessary that he commence operations upon property owned by the Tyrells and described in the complaint in the above-entitled action.

We have advised our Engineering Department to take possession of the property pursuant to such right granted the State under O. C. L. A. § 100-116.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - W. C. Williams
H. G. Smith

10-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 22, 1950

Mr. George W. Mead
Attorney at Law
1107 Public Service Building
Portland, Oregon

Re: Hazel Potter Meyer, et vir.
v.
State of Oregon
L 1593

Dear Mr. Mead:

In confirmation of our brief discussion yesterday regarding the above-entitled suit, this is to confirm the fact that the State of Oregon, by and through its State Highway Commission, is taking possession of the property covered by the above-entitled suit pursuant to the terms of the option which is the basis of such suit.

Our contractor's work and construction of the Dodson-Bonneville Section of the Columbia River Highway has progressed to the point where it is now necessary for him to commence operations upon the Meyer property, and we have advised our Engineering Department to take possession of the property pursuant to the terms of the option.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - W. C. Williams
H. G. Smith

RECEIVED
APR 18 1950
FOR FILING

AGENDA
MAR 20 1950

FI-248(15)

3238

AGENDA ITEM
March 20 - 21, 1950

Confirm Chief Counsel's settlement of Victoria Ford case, for right of way needed for Dodson-Bonneville Section of Columbia River Highway. Amount of option - $6,580 - approved by Commission May 5, 1949. Condemnation authorized February 6, 1950. Settlement effected out of court March 2, 1950, at $7,500, an increase of $920. over and above the amount of the option.

R.E.

RECEIVED
APR 1 9 1950
FOR FILING

FI-248(15)
32:8

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 16, 1950

SUBJECT:

NOTES
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

You recently talked to Mr. F. T. Young about a traffic delay that occurred on the Dodson-Bonneville job on Tuesday of this week, and also discussed with him the progress of the excavation as it would effect the completion of the job this summer. Mr. Young and I met with the contractor's superintendent, Mr. Donald L. Boots, and Mr. Peterson on the job yesterday to discuss the progress of this work, and see if we could work out any way to speed up the excavation without more serious delay to traffic.

The contract calls for approximately 166,000 yards of general excavation, location "A",and 368,000 yards of general excavation, location "B", of which they had moved on March 10th approximately 11,000 yards of "A" and 52,000 yards of "B". The "B" excavation in general covers the rock work, including the McCord and Tanner Creek cuts. McCord Creek cut is approximately 50,000 yards, and the Tanner Creek about 140,000 yards, and the Tanner Creek, particularly, I believe is the key to the job. The bulk of the Class "A" excavation is dozer and carryall work, and can be more readily handled after a reasonable amount of dry weather. The contractor has one shovel now working on the McCord Creek cut, and this is well enough along so that it should not cause delay. He will have his large 2-1/2 yard shovel on the Tanner Creek cut when this is opened in the near future. At the present time he is working one shovel on a single shift on the east McCord Creek cut. The west McCord Creek cut will opened up in a few days, when he has had an opportunity to remove overburden with a dozer. So far he has not been able to get enough rock shot to keep going over a single shift, but expects to have the cuts in shape, so that he can shoot enough to operate both shovels two shifts. The present output with one shovel one shift is running from around 700 to 1000 yards.

Mr. Boots is checking into the possibility of shooting again some time around 6:00 P.M., with the idea that this would help in getting enough material down to keep the evening shift going their full time. Peterson and Boots are also going to study a possibility that they can work out to accelerate the job but believe it will be another ten days or two weeks before the job can be fully opened up. Boots expects to

start his second shift the first part of next week, and also expects to get his second shovel in operation in this period. A study of delay occasioned by clearing traffic on his present schedule, indicates that he is losing about one quarter of his working time. This is partly due to having one way traffic by the shovel. He expects to eliminate this one way traffic in a few days when he can get further into the cut, and if two way traffic can be maintained for the open periods, this delay will be cut nearly in two. Based on prsent progress, it appears that if both shovels can be operated two shifts, his daily output would be satisfactory. He is now working a five day week, devoting Saturday to equipment maintenance and drilling. This plan appears desirable, if production can be brought up. Consideration might well be given to a longr closure period at night if this should be necessary. Boots' present plan is to remain on a two shift basis, but work these shifts longer hours when the weather gets more favorable.

In regard to the traffic delay last Tuesday, the 12:30 shot filled the road and traffic was actually delayed two hours and 45 minutes. Only in a few instances has the contractor's shots delayed the traffic materially more than the hour specified. He is shooting as lightly as he can, both for the protection of the railroad and the highway, but does have to loosen up enough rock to keep his shovel going. An early evening shot would help out, and might reduce delay somewhat.

I will report further on this matter after we have had a better chance to determine what can be done in speeding up this job.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
Carl A. Petersson

Present schedule for shooting is 9:30 AM & 12:30 PM.

RECEIVED
MAR 17
FOR FILING

FT-248(5)

L. W. ALTHOF
DISTRICT ENGINEER
338

FORM 2010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

March 15, 1950

851 PITTOCK BLOCK
PORTLAND 5, OREGON

585

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Asst. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. L. A. Collins - Building
Mr. D. J. Callahan - "
Mr. A. McAllister - Albina)

Dear Sir:

This will confirm telephone advice, even date, to the effect that your contractor may take occupancy to perform highway work covering the 40.6 acres of land in the vicinity of Bonneville, covered by deed which is now in the course of execution.

Yours truly,

L. W. Althof

ASSIGNMENT

Date: 2-14-50 No. [redacted]
By [redacted]

Description: R. L. Porter's letter of 2-10-50 re outer highway adjacent to and south of Warren Packing Co. property at Warrendale on Columbia River Highway

Acknowledged by _____ Referred to Smith ✓

xxInvestigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ Signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed _____ Report received _____

Remarks: Why do we need or want any land between service road and property line? Possibly footpath width only. WCW

3-30-50

FORM E-10 2631 6-49 10908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1950

To: Mr. W. C. Williams
Assistant State Highway Engineer

O F F I C E

SUBJECT: Our File 13596
Warren Packing Company
Dodson-Bonneville Section
Columbia River Highway

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Enclosed is a copy of a letter relating to the outer highway adjacent to and south of the Warren Packing Company property at Warrendale on the Columbia River Highway.

I believe the facts as set forth are substantially correct, as the outer highway was moved south some 10 feet or more from the location as shown on the plans. I also understand that we now have some excess right of way on this side of the highway and could sell back to the Warren Packing Company some of the area.

As the picture was apparently somewhat misrepresented at the time negotiations took place I feel that we may have some obligation to these people. It would seem they would either be willing to purchase a portion of this excess right of way or would like to have us construct driveways from the outer highway to the right of way line.

Your instructions or recommendations will be appreciated.

Very truly yours,

J. M. DEVERS

By R. L. Porter

NOTED
W. C. WILLIAMS

R. L. PORTER
Assistant Right of Way Engineer

RLP:MA

cc - S. N. Mayhew
Encl.

FORM E-30 25M 6-49 32908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1950

SUBJECT: WARREN PACKING COMPANY
FILE NO. 13596
Dodson-Bonneville Section
Columbia River Highway

To: Mr. Forrest Cooper
Salem, Oregon

C O P Y

Dear Mr. Cooper:

Talked with Mr. Hessimer, with the Warren Packing Co., regarding their property on the North side of the Columbia River Highway at Engineer's station 1560+00 and station 1562+25.

Mr. Hessimer states that the outer highway is being constructed approximately 65 feet inside the right of way line making it necessary for any one developing those three lots to construct about 65 feet of driveway over state property in order to have access to the outer highway. The maps used in the purchase of right of way indicated that outer highways were to be constructed very close to the right of way lines, however, since this is not being done and the right of way is approximately 40 feet wider than required at this point they feel that the State should deed back to them that width not needed in order that these three lots can have access to the outer highway without constructing a long driveway over State property.

As you possibly remember all outer highways were indicated on our right of way maps but are not being constructed according to those drawings. The three lots in question were originally over 200 feet in depth but are now from 89 feet to 100 feet in depth.

Yours very truly,

(Sgd) J.R. Boone
J. R. Boone
Right of Way Agent

cc : S. N. Mayhew

RECEIVED
JAN 31 1950
FOR FILING

71-242(1-2)
3231

January 30, 1950

Memorandum to the Commission

Attached for your consideration is the original and two carbon copies of an agreement between the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and the State of Oregon in which the Railroad grants to the State easements for right of way and slope areas on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. Right of way areas are outlined in yellow and slope areas in green on the map attached.

The agreement, among other things, provides that the State shall pay to the Union Pacific Railroad Company $283.00, shall complete the work within two years and reimburse the Railroad and Western Union Telegraph Company for engineering, inspection, flagging and moving or maintenance of signal and communication lines as necessary during construction. The total cost of this work is estimated at $49,440.00. These easements are necessary in construction of the Dodson-Bonneville Section under Contract 3238 with Peter Kiewit Sons' Company.

The agreement has been approved by Multnomah County officials and by J. M. Devers and W. C. Williams for the State Highway Department.

Secretary

FAQ:md
Attach.

cc - Floyd Query

RECEIVED
JAN 30 1950
FOR FILING
FORM E-20X 15M 9-49 32600

FI-24265
3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1950

SUBJECT: File 15966

To: Mr. H. B. Glaisyer
Secretary

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission three copies of form of Agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, State of Oregon, by and through its State Highway Commission, and the County of Multnomah covering five easements on the relocated Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

The form of Agreement has been approved by Mr. Devers as to form and legality and was approved by Mr. Williams sometime ago as to engineering features and obligations assumed although his approval has not been endorsed upon the forms.

The Agreements have been executed by Multnomah County and you will note that a communication covering the County action is attached to the State's copy of the form.

After execution by the State Highway Commission, please return all the forms direct to me for further handling.

Very truly yours,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc. (3)

cc: Mr. W. C. Williams

RECEIVED
JAN 30 1950
FOR FILING
71-248(15)
3038

January 27, 1950

Memorandum to the Commission

Attached for your approval is the original and one carbon copy of an agreement with the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and the State of Oregon in which the Railroad donates an easement for roadway purposes under its Tanner Creek Bridge at Bonneville on the Dodson-Bonneville Section of the Columbia River Highway. This undercrossing has been authorized by P.U.C. Order No. 24022 dated December 13, 1949.

It is our understanding that in the construction of the Dodson-Bonneville Section (Contract No. 3238 held by Peter Kiewit Sons' Company), the present access to the fish hatchery and Bonneville will be destroyed and that this new easement has been secured to provide such access.

The agreement has been approved as to form and legality by Mr. J. M. Devers and as to the engineering features by Mr. W. C. Williams.

Secretary

FEQ:md
Attach.
cc - Floyd Quary

RECEIVED
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

FI-248(15)
3238

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 18, 1950

NOTED
W. C. WILLIAMS

Mr. Arthur Langguth
Attorney at Law
McKay Building
Portland, Oregon

Dear Mr. Langguth:

Re: Erick Enquist
13608

Thank you for your letter of January 17, 1950, and the original and duplicate "Execution of Restitution" in the F.E.D. case of Enquist vs. Whispell enclosed therewith.

This will also acknowledge receipt of your copy of the "Order of Default and Judgment of Restitution" and three pieces of correspondence between Mr. Enquist and the Wispells, which we shall return to you upon having execution of restitution made by the Sheriff.

We are advised that the contractor has temporarily ceased work because of the snow conditions, and immediately upon his resumption of the work, at which time we hope most of the snow will have melted, we plan to turn this matter over to the Sheriff for execution.

Very truly yours,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:NH
cc - W. C. Williams
A. G. Skelton
H. G. Smith
C. W. Parker

Department of Commerce
BUREAU OF PUBLIC ROADS
~~DIVISION OF CONSTRUCTION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 1000
PORTLAND 8, OREGON

Ore.FI-248(15)

January 17, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

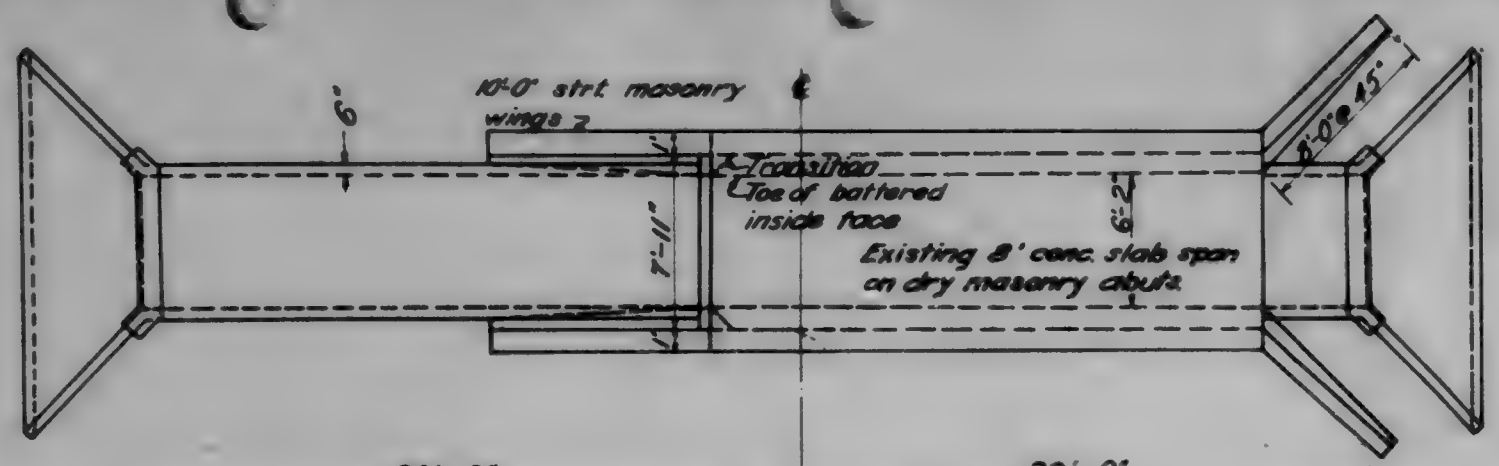
Enclosed herewith is an approved print of Drawing No. 9315, revised December 12, 1949, for Oregon Project FI-248(15), Dodson-Bonneville Section of the Columbia River Highway.

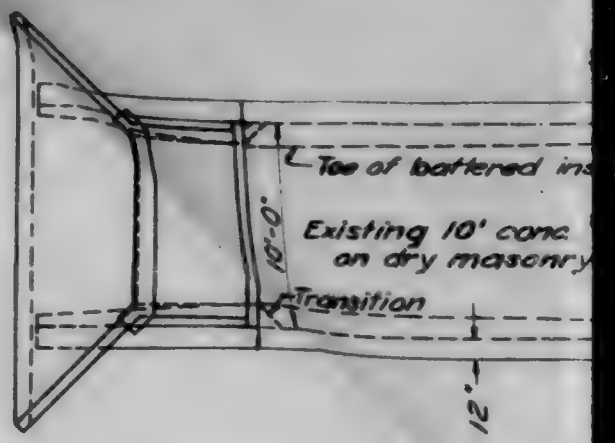
Very truly yours,

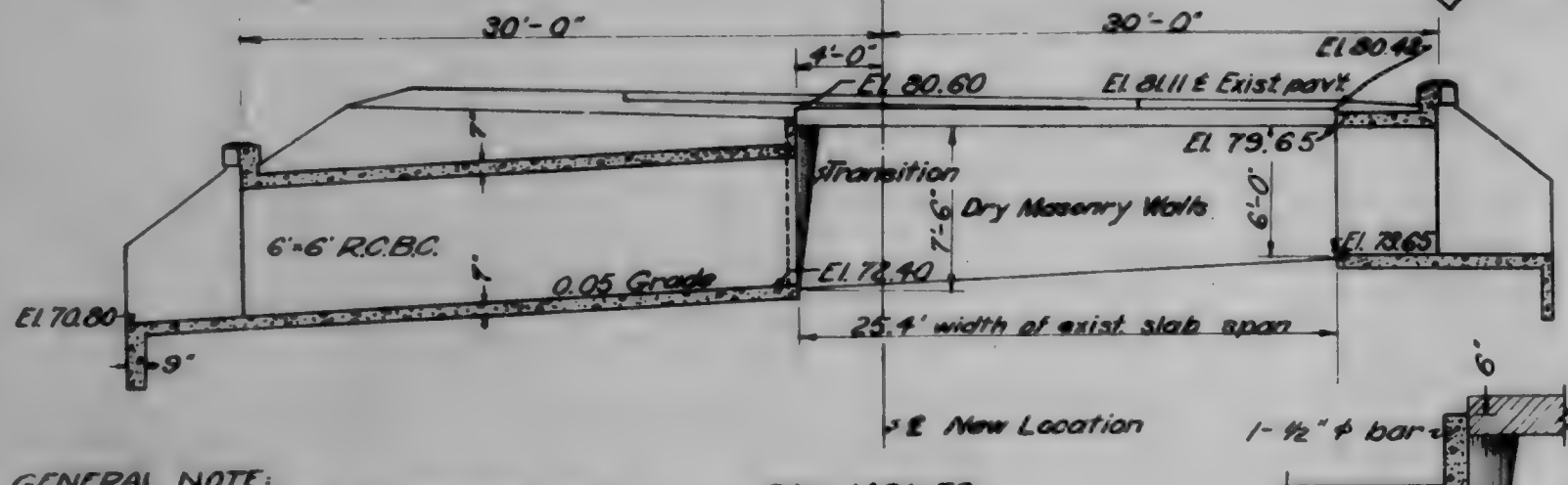
W. H. LYNCH
Division Engineer

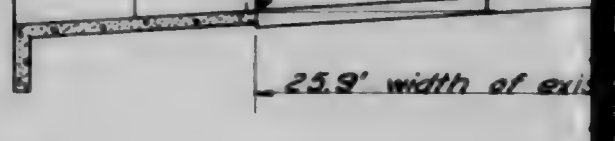
By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Enclosure





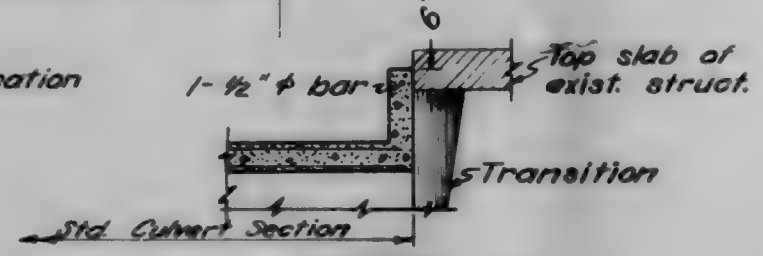




GENERAL NOTE:
Wing walls shall be removed only as required to place the new culvert.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 3/4"=1'-0"
SHOULD BE READ 3/8"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Sta. 1491+72
Br. No. 4547
Scale: 1"=5'-0"



SECTION C-C
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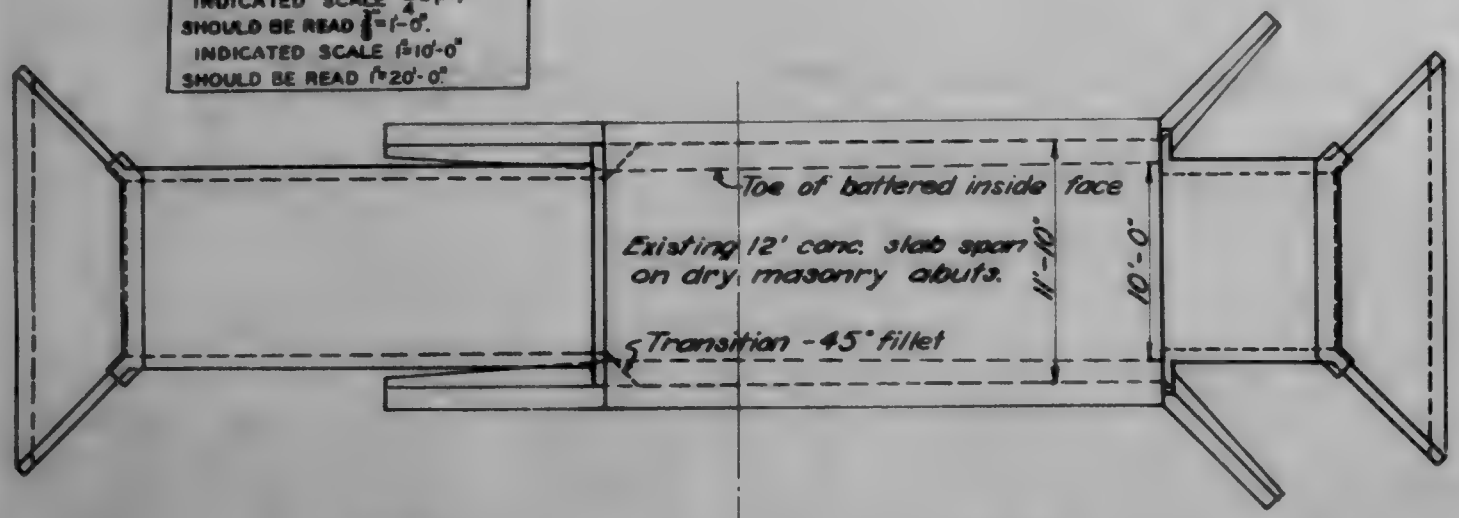
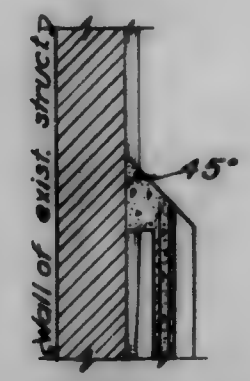
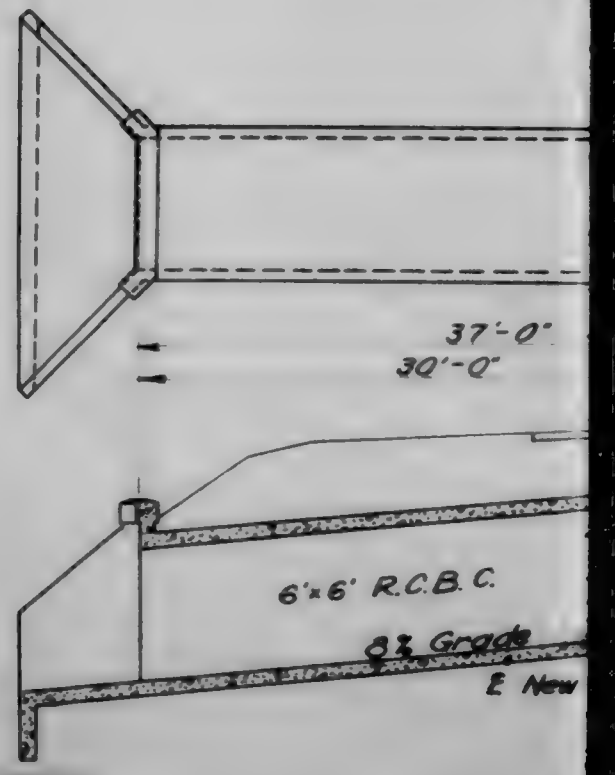
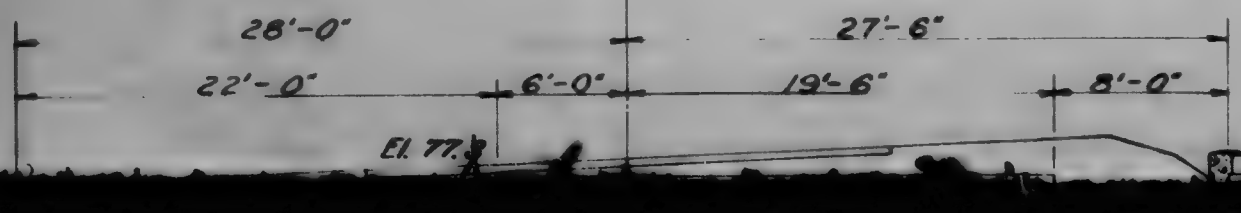
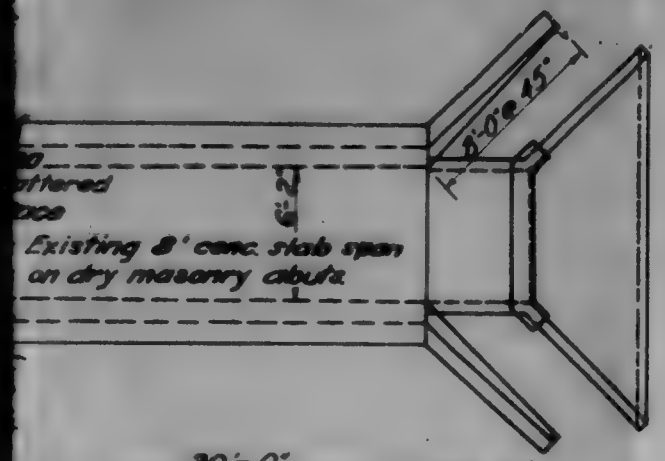


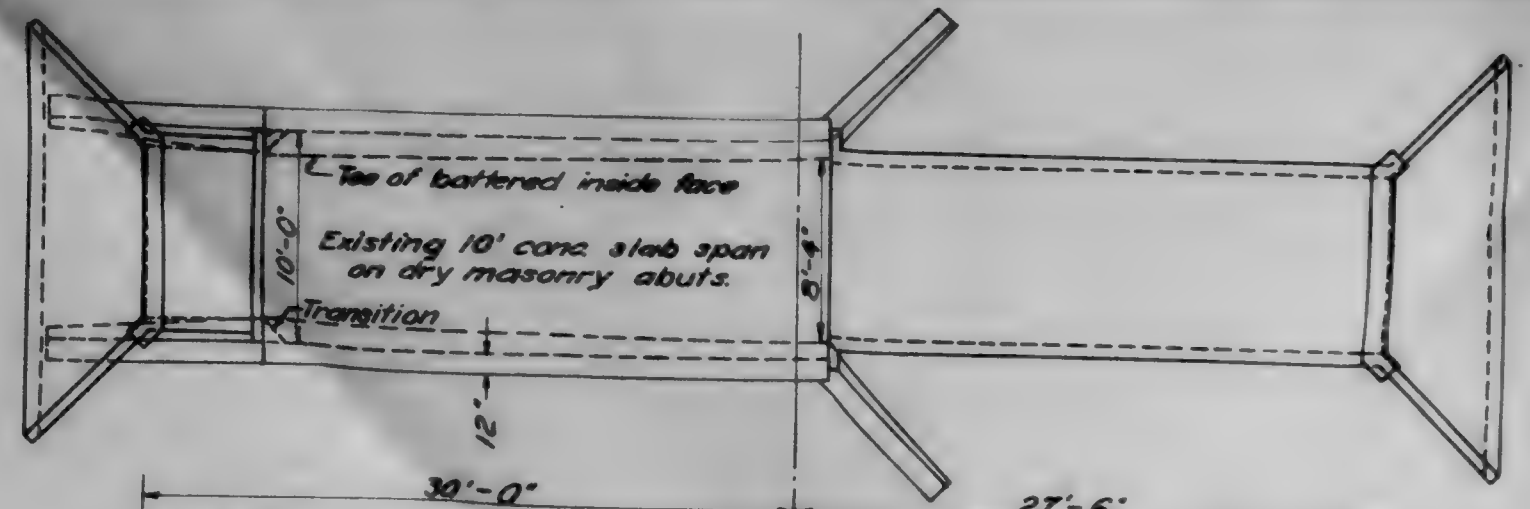


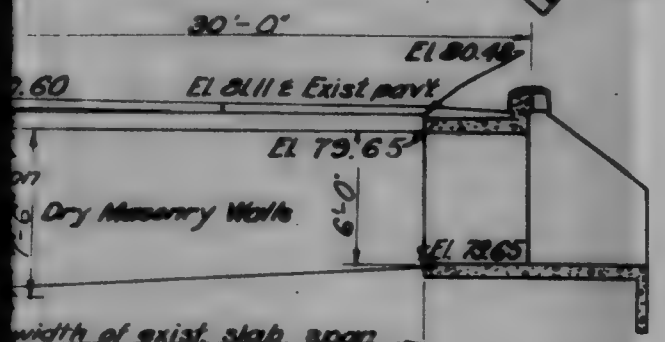
SECTION B-B
Scale: 3/8"=1'-0"

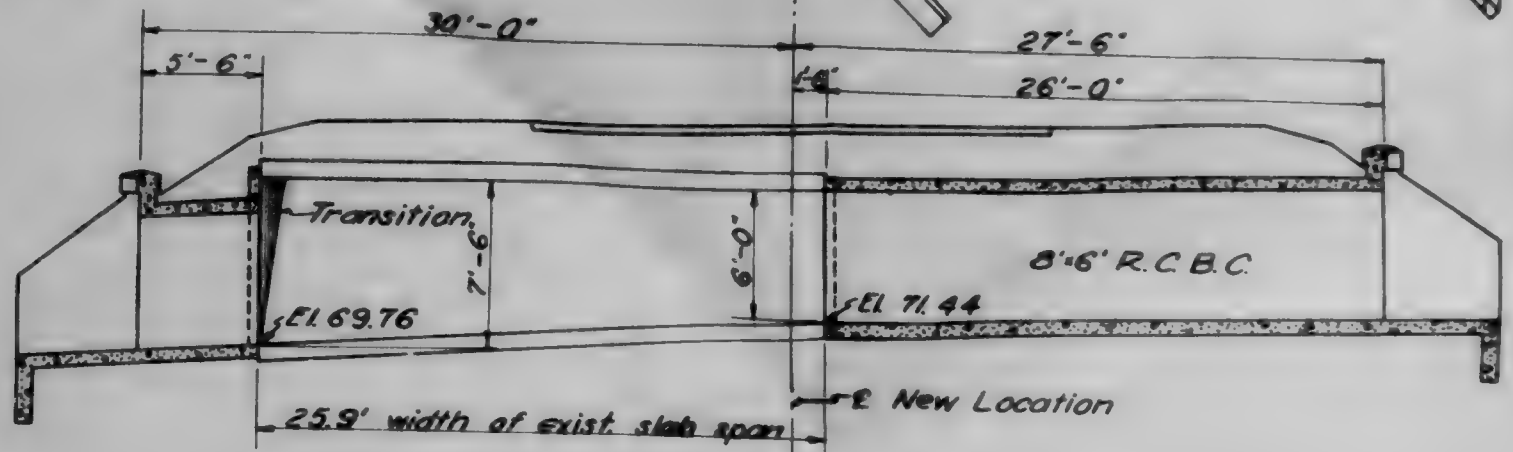


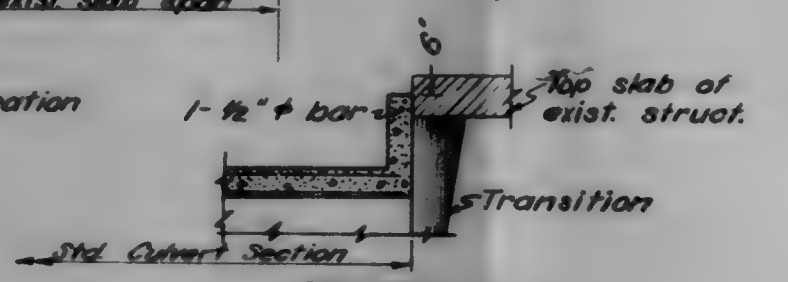












SECTION C-C
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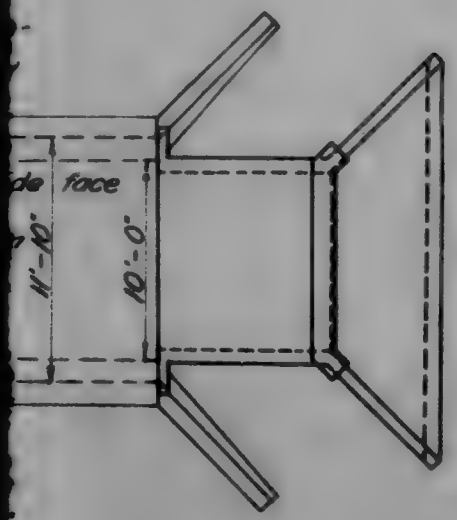

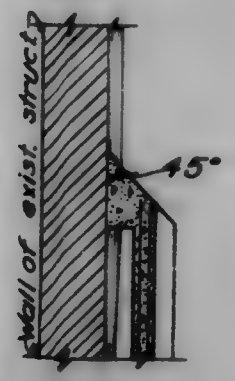

SECTION B-B
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Br. No. 4548
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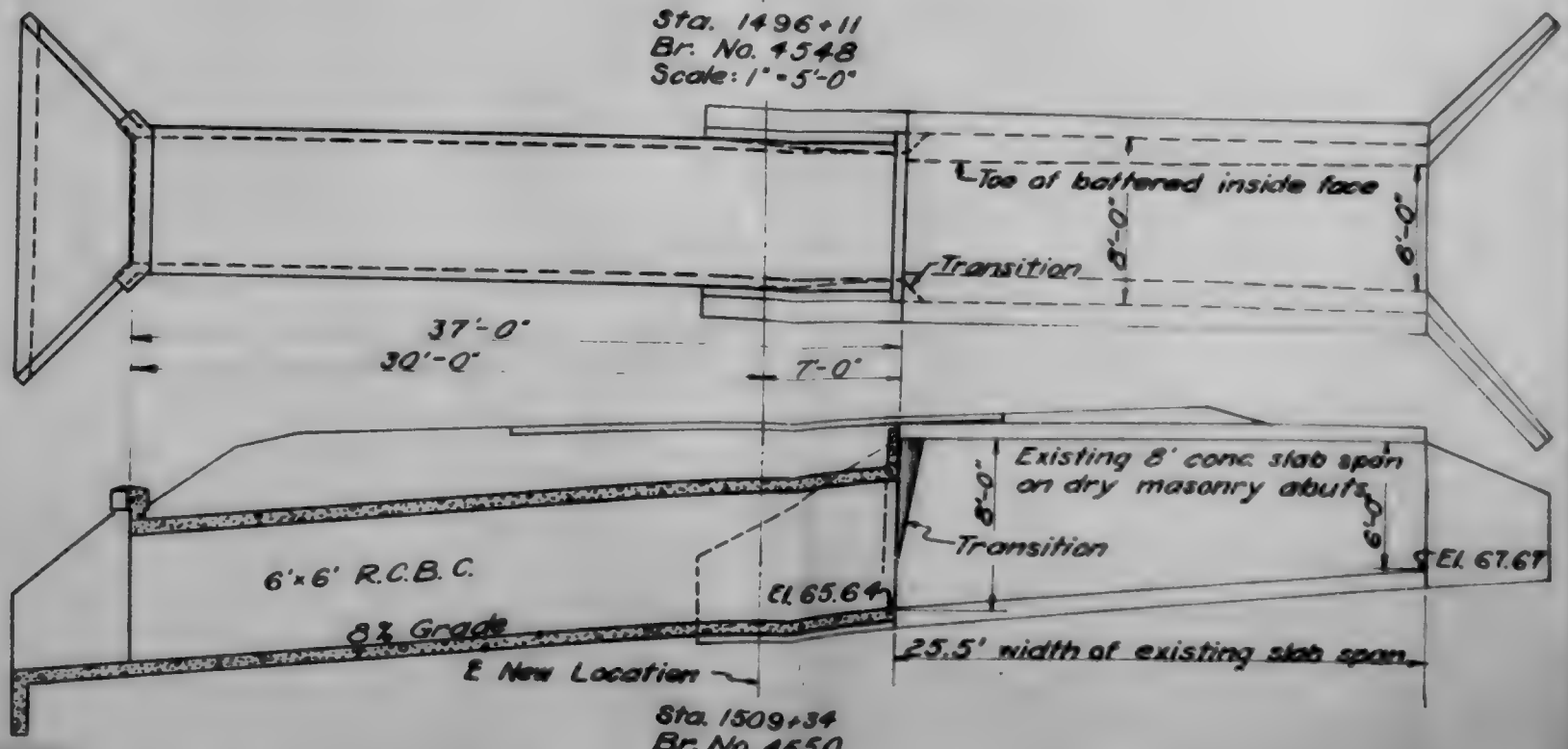

Sta. 1509+34
Br. No. 4550
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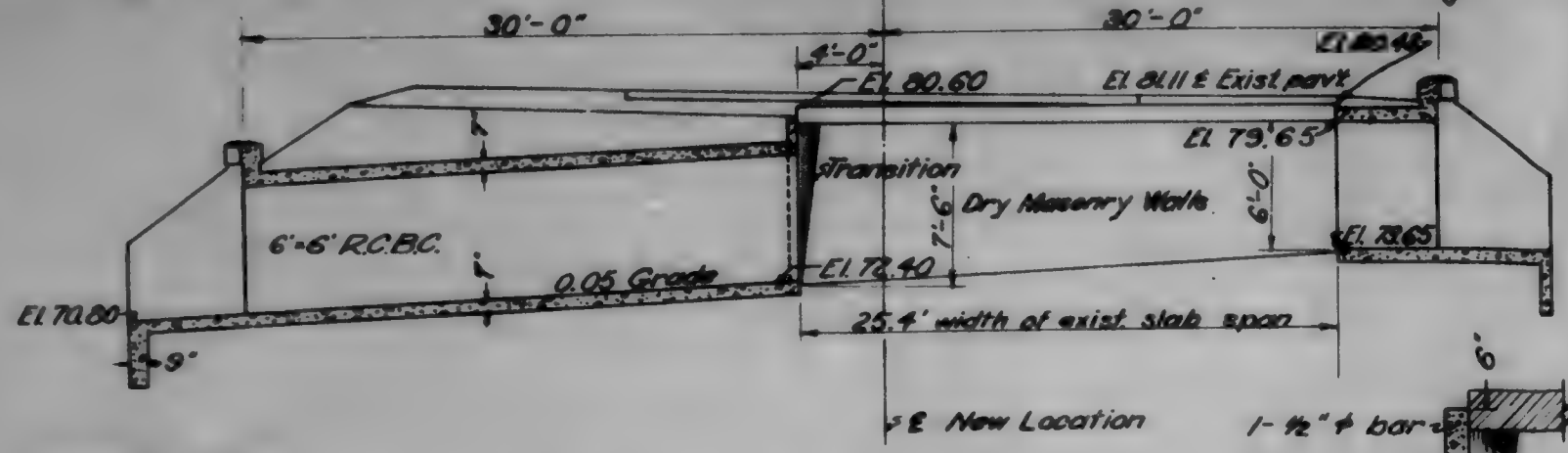
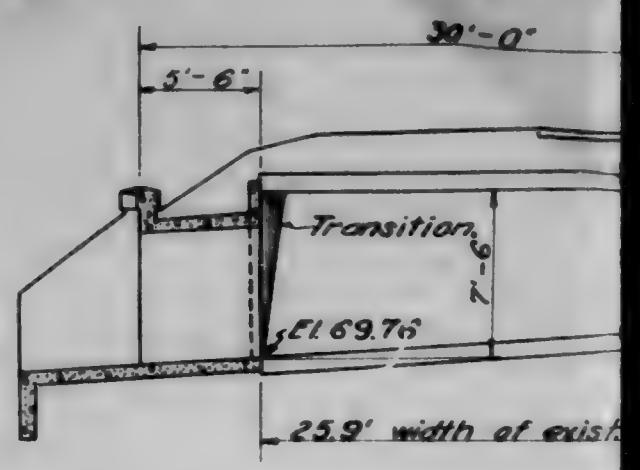
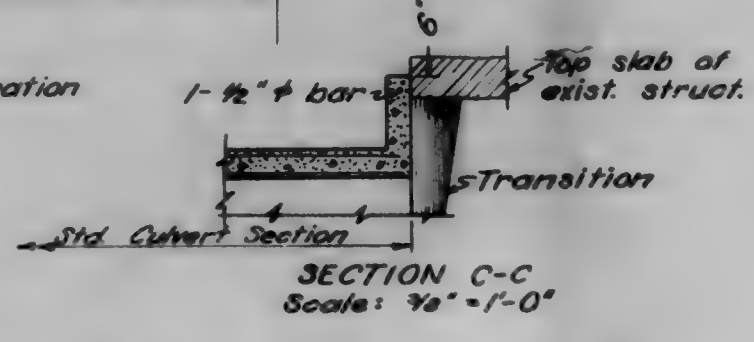




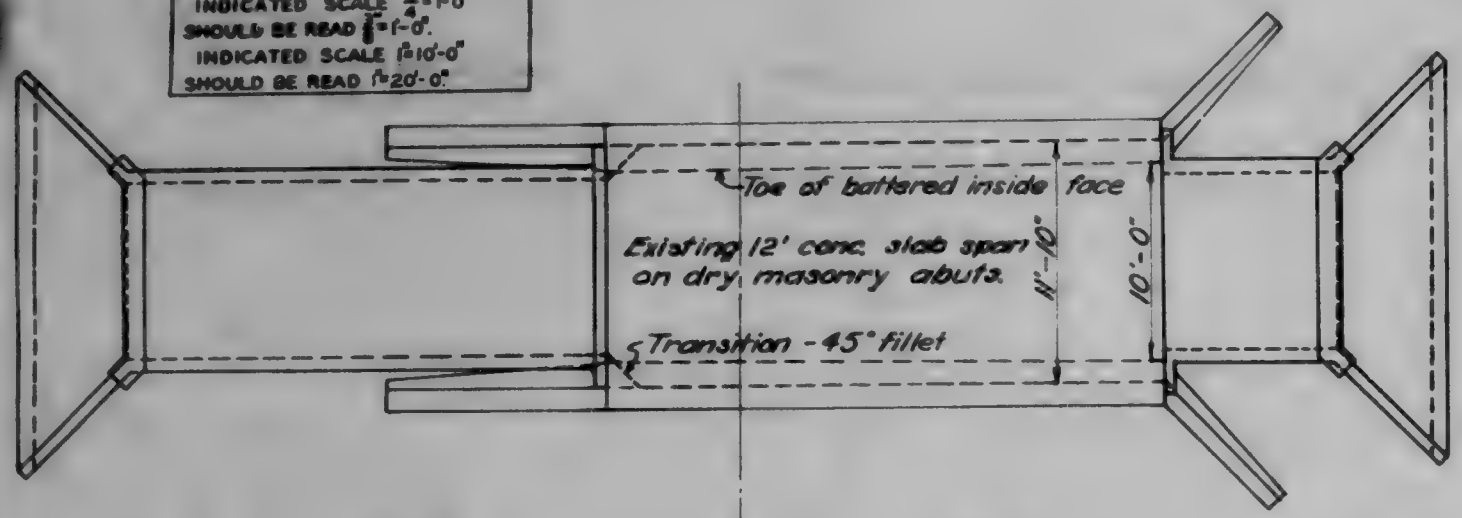
GENERAL NOTE:
Wing walls shall be removed only as required to place the new culvert.

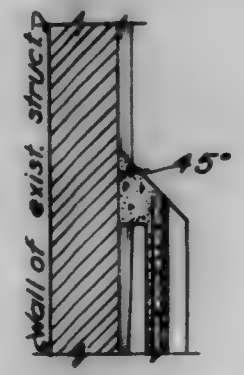
Sta. 1491+72
Br. No. 4547
Scale: 1"=5'-0"



SECTION C-C
Scale: ¾"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 1½"=1'-0"
SHOULD BE READ 3/4"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"





SECTION B-B
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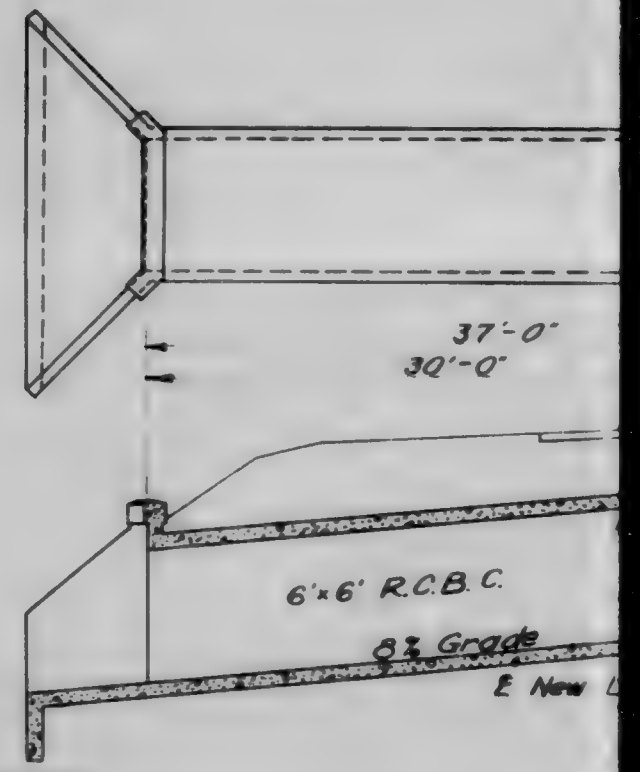

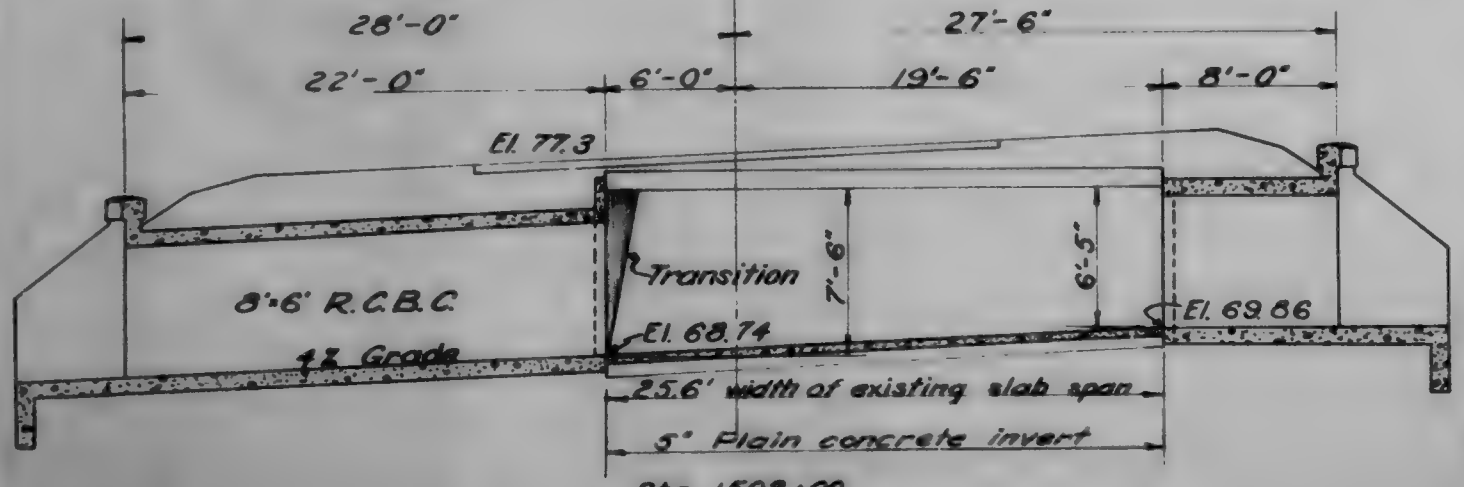

Sta. 1503+00
Br. No. 4549
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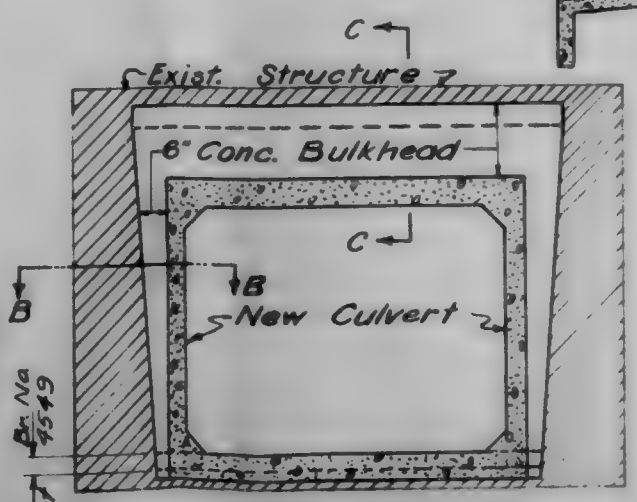

TYPICAL JUNCTION SECTION A-A
Scale: ¾"=1'-0"

Approved:
Bridge Engineer

DODSO

Revised: 12-12-49

SCALE A
AUGUST
CHECKED
ACCOMPA

30'-0"

El. 80.46

El. 80.60

El. Ctl. & Exist. pvmt.

El. 79.65

Dry Masonry Walls

7'-6"

6'-0"

El. 73.65

.40

.4' width of exist. slab span

℄ New Location

91+72

4547

5'-0"

6'-0"

1-½" ϕ bar

Top slab of exist. struct.

Transition

Std. Culvert Section

SECTION C-C

Scale: ¾" = 1'-0"

12"

30'-0"

5'-6"

27'-6"

26'-0"

Transition

7'-9"

6'-0"

8'-6" R.C.B.C.

El. 69.76

El. 71.44

25.9' width of exist. slab span

℄ New Location

Sta. 1496+11

Br. No. 4548

Scale: 1" = 5'-0"

℄ Toe of battered inside face

6'-0"

Transition

37'-0"

30'-0"

7'-0"

6'-0"

Existing 8' conc. slab span on dry masonry abuts.

Transition

El. 67.67

6'x6' R.C.B.C.

El. 65.64

8% Grade

25.5' width of existing slab span

℄ New Location

Sta. 1509+34

Br. No. 4550

Scale: 1" = 5'-0"

inside face

span

uts.

11'-0"

10'-0"

Wall of exist. struct.

45°

SECTION B-B

Scale: ¾" = 1'-0"

7'-6"

6"

8'-0"

6'-5"

El. 69.86

slab span

invert

C

Exist. Structure

6" Conc. Bulkhead

C

B

New Culvert

B

Br. No. 4549

5" invert

TYPICAL JUNCTION SECTION A-A

Scale: ¾" = 1'-0"

Approved:

H. H. Amend

Bridge Engineer

OREGON

STATE HIGHWAY COMMISSION

CULVERT EXTENSION

DODSON-BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

PLAN AND ELEVATION

SCALE AS NOTED
AUGUST 25, 1949
CHECKED BY
ACCOMPANIED BY DRWGS. 7677, 8580, & 8613

DRAWN BY E.G.R.
TRACED BY D.L.K.

SHEET 1 OF 4
BRIDGE NO. 4547-48-49-50
DRAWING NO. 9315

Revised: 12-12-49

RECEIVED
JAN 13 1950
FOR FILING

EJ - 24

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 12, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I forwarded a copy of my letter of January 11th to Peter Kiewit Sons' advising them of Mr. Baldock's approval of their proposed schedule for handling traffic on the Dodson-Bonneville project. I am enclosing herewith copy of their letter of January 5th, in which they asked for permission to handle traffic in this manner.

Copy of my letter to Peter Kiewit Sons' was sent to Ralph Watson, and I called him this morning in regard to publicity on this schedule. He is arranging for the necessary publicity. Arrangements have also been made with Mr. Widdows for the signs to be installed, probably Saturday of this week.

Mr. Stiffler called yesterday with reference to this schedule, and Mr. Baldock's suggestion that the matter be discussed with the Chamber of Commerce of Hood River and Cascade Locks. I talked with Mr. Nichols, Mayor of Cascade Locks, and the Secretary of the Hood River Chamber of Commerce, and this schedule was satisfactory to both of them.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. W. Stiffler
Carl Peterson

COPY

PETER KIEWIT SONS' CO.
Contractors

Box 765
Bonneville, Oregon

January 5, 1949

Oregon State Highway Commission
Salem, Oregon

RE: Highway Closures

Gentlemen:

We wish to revise our letter dated December 31, 1949 as follows:

1. Day shift to commence at 6:30 A.M. and open the highway to traffic every hour thereafter on the half hour until traffic is cleared.

2. Night shift to commence at 5:30 P.M. and open the highway to traffic every hour thereafter on the half hour until traffic is cleared.

This schedule will give the same advantages as the one mentioned in our previous letter without road closures of more than one hour.

Yours very truly

/s/ Donald L. Boots
Donald L. Boots
Supt.

DLB/gm

cc: Carl Peterson
Longview District
File

RECEIVED
JAN 13 1950
FOR FILING

FORM E-502 15M 9-48 SDHD
FL-2815

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 12, 1950

SUBJECT:

To: Mr. Carl Peterson
P. O. Box 763
Bonneville, Oregon

Dear Sir:

In my letter of January 11th to Peter Kiewit Sons in regard to the traffic schedule through the Dodson-Bonneville project, you will note that towards the end of the second paragraph in listing the schedule for the second or night shift, I mentioned that traffic would be cleared every hour on the half hour from 6:30 P.M. until 2:30 A.M. the following day. The 2:30 mentioned is incorrect, and should be changed to 1:30 A.M., which is the end of their night shift.

Will you advise Mr. Boots of this change, and correct your copy.

Yours very truly,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams
H. G. Smith

RECEIVED
JAN 11 1950
FOR FILING

[illegible]

3238

1-11-50

Mr Glaisyer

Pauline Welch is looking for the original copy of an agreement between OWR & N, U.S. & the State on the Wodson-Bonneville sec. of the Col. Hwy.

This agreement has not been before the Com but is in the stage of being ok'd by the Engr & Counsel.

F.Q.

I have let it
pass with

NOTED
H. B. GLAISYER

RECEIVED
JAN 16 1950
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

71-248(15)
3238

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 8121

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4444, PORTLAND 2, OREGON

January 11, 1950

IN REPLY PLEASE
REFER TO FILE NO

Peter Kiewit Sons'
Bonneville, Oregon

Attn: Donald L. Boots

Gentlemen:

Reference is made to your letter of December 31st in which you proposed a certain schedule for handling traffic through the Dodson-Bonneville project, and to your letter of January 5th in which you modified your earlier letter, and requested that you be permitted to close this section of the highway to traffic from 6:30 A.M., the beginning of your day shift to 1:30 A.M., the following morning, as follows.

The road to be opened each day from 1:30 A.M. until 6:30 A.M. To be closed for an hour until 7:30 A.M., at which time all traffic would be cleared. From this time on until the end of the shift at 3:00 P.M. the road would be opened each hour at the one half hour, so that all traffic would be cleared, and would be closed the balance of the hour. From 3:00 P.M., to the end of your day shift until 5:30 P.M. the road would be open to traffic, subject possibly to minor delays from other operations in progress during this period. At 5:30 P.M., the beginning of your night shift, the road would be closed until 6:30, clearing traffic at that time and opened every hour on the one half hour from then until the end of this shift at 2:30 A.M. the following day. The above schedule to be in effect from Monday to Friday of each week, it being understood that you propose to not operate your heavy equipment on Saturdays and Sundays except in case of emergency.

I have referred this matter to the State Highway Engineer, and I am advised by Mr. Baldock on this date, that approval has been given to your inaugurating this schedule, starting Monday morning, January 16th. This approval is temporary, subject to a reasonable trial, and if traffic cannot be handled satisfactorily in this manner, I have been directed to advise you that your regular requirements in your contract will have to be put back in effect. Based on the above you are authorized to proceed on the schedule requested in your letter of January 5th to become effective on January 16th.

Yours very truly,

A. G. SKELTON
Division Engineer

NOTED
W. C. WILLIAMS

AGS:w
cc: W. C. Williams ✓
A. G. Smith
Ralph Watson
Carl Peterson

RECEIVED
Jan 10 1950
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

Williams

(7-48(5)
W
3238

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 9, 1950

NOTED
W. C. WILLIAMS

Mr. Arthur Langguth
Attorney at Law
Suite 601-604 McKay Building
Portland 4, Oregon

R 13608

Dear Mr. Langguth:

We have been advised by the Engineering Department that Mr. Enquist and the contractor have made an arrangement whereby the contractor is going to remove building No. 14, so there appears to be nothing further necessary with respect to the removal of this building to make way for the contractor's operations upon property acquired by the State from Mr. Enquist.

On December 14, 1949, I addressed a letter to Mr. and Mrs. Whispell, a copy of which was sent to you, wherein I advised the Whispells that it is necessary that they vacate the property and remove their buildings and other possessions from the property immediately so as to make the area available to the contractor for construction of the Columbia River Highway, and I further advised the Whispells that if they continued to occupy the premises and refused to vacate the same that we would look to them for reimbursement for all damages and losses suffered by the State from claims made by the contractor for delay in performance of his work caused by the occupancy of their property.

Mr. Skelton, Division Engineer, called me from Portland last week to advise that in the course of the contractor's operations a water pipe servicing the Whispells' house had been destroyed, and that Mrs. Whispell was demanding that it be replaced immediately. Mr. Skelton advised me that Mrs. Whispell informed Mr. Peterson, the Resident Engineer, that her attorney (I do not know who it could be) advised her to sit tight and not move.

Mr. Skelton was informed that as far as we know Mrs. Whispell has no right upon the property; that she has received several notices to vacate, and that Mr. Enquist has secured an eviction order to evict her from the premises, and for these reasons it is not necessary for the contractor or for the State to reestablish the water service for her house.

It will be necessary in the very near future for the contractor to take actual possession of and use the land upon which the Whispells' house is situated, and it appears that she is not going to vacate the premises voluntarily. Inasmuch as Mr. Enquist has already prosecuted an eviction action and has issued in his favor an eviction order and has given notice to the Whispells to vacate, in compliance with paragraph 5 of his agreement with the State, we feel that the eviction of the Whispells can be most expeditiously obtained by Mr. Enquist securing an execution of the eviction order by the sheriff. If you will forward to us the sheriff's bill for expenses incurred in connection with the execution of the order we shall pay the same.

An early reply to the procedure suggested herein will be appreciated, and I hope that the matter of clearing all of the Enquist property within the construction area will soon be completed.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - W. C. Williams
A. G. Skelton
C. W. Parker

RECEIVED
JAN 11 1950
FOR FILING

FI-248(15)
3238

January 6, 1950

Oregon State Highway Commission

Gentlemen:

Peter Kiewit Sons Company, contractor on the Dodson-Bonneville Section of the Columbia River Highway, is not making satisfactory progress due, in the main, to the fact that the contractor is so hampered by traffic. If the contractor is to make satisfactory progress and complete the job within the specified time limit, it appears it will be necessary to allow him more freedom in his construction operations.

Our Division Engineer, A. G. Shelton, has conferred with the school district as to the school-bus operation; with the industries in the locality, particularly the Bridal Veil Lumber Company; with the City of Cascade Locks; with the railroad; and with the contractor, and it appears that the most feasible solution would be to clear the road for two-way traffic each hour on the half hour. It is anticipated that it will require about 15 minutes for this operation.

The reason for the selection of the half hour is that this schedule fits in better with the school-bus operation, with the train movement, and with the two daily blasting periods, 9:45 a.m. and 12:45 p.m. The contractor would work two shifts, the first from 6:30 a.m. until 3:00 p.m. The highway would be open for all traffic at 7:30 a.m., 8:30 a.m., 9:30 a.m., 10:30 a.m., 11:30 a.m.; 12:30 p.m., 1:30 p.m., 2:30 p.m., and from 3:00 p.m. until 5:30 p.m., at which time the second shift would start. On the second shift the traffic would likewise be permitted to pass each hour on the half hour until the shift ends at 1:30 a.m., with no restriction on traffic between 1:30 a.m. and 6:30 a.m.

It is my opinion this will not work any undue hardship on the traveling public, the maximum wait being 45 minutes and averaging say 25 minutes. It appears probable that such operations would need to continue for not less than four nor more than five months.

Under the terms of the contract, the contractor is permitted to close the roadway to all traffic for short periods, not exceeding 30 minutes each, to facilitate shooting and cleanup work. Quoting from the specifications: "Such closures shall be made during the lighter traffic periods

only and shall occur not oftener than 30 minutes of elapsed time."

The contractor has been attempting to work with the minimum of closure and thus far has only closed the road at 9:45 a.m. and 12:45 p.m. for about 30 minutes, although occasionally the periods have lasted as long as an hour.

I believe that the procedure above outlined will enable the contractor to complete the work within the time limit and will not cause any material hardship on the general public.

Your approval of this plan of operation is respectfully requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams

RECEIVED
JAN 10 1950
FOR FILING

FI - 2½(1c)
3238

Filo

Salem, Oregon
January 6, 1950

Mr. R. H. Baldock

Peter Kiewit Sons, Contractors on the Dodson-Bonneville Section of the Columbia River Highway, are not making satisfactory progress, and their progress seems definitely to be hampered by conflict with traffic. If the contractor is to make satisfactory progress and complete the job within the specified time limit, it appears it will be necessary to allow him more freedom in his construction operations. Division Engineer Skavdahl has conferred with school districts as to school bus operation, industries in the locality, particularly the Bridal Veil Lumber Company, the City of Cascade Locks, the Railroad Company, and the contractor, and the consensus of opinion seemed to be that a feasible solution would be as follows:

The contractor would work two shifts daily, and he would start his first shift at 6:30 A. M. daily, Monday through Saturday. The road would be open to two-way traffic to clear all traffic waiting each hour on the half hour. The reason for the half hour is that this schedule fits in better with school bus operation, train movements, and the two daily blasting periods. This means then that traffic would be cleared at 7:30, 8:30, etc., till 3:00. The highway would be open for all traffic between 3:30 and 5:30, at which time the second shift would start work. On this shift the traffic would likewise be permitted to pass each hour on the half hour until the shift ends at 4:30 A. M. It is my opinion that this would not work any undue hardship on the traveling public, providing sufficient notice is given to all concerned by proper signing of the highway a sufficient distance each side of the work, particularly at Cascade Locks and at Parkrose. It is probable that such operations would need to continue for a period of not less than four nor more than five months.

It is desired to put this plan into effect early next week if possible. I would appreciate your advising me of your recommendations in this matter after you have conferred with the Commissioners if you deem that to be necessary.

W. C. Williams

WCW:me

RECEIVED
JAN 10 1950
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

71-248(15-
3238

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 5, 1950

W C Williams

Lewis River Logging Co.
8th and Douglas Streets
Longview, Washington

Gentlemen:

You have entered into and are now engaged in the performance of a contract with the State of Oregon, which contract is identified in our files as No. 3238, and the subject of which is certain highway construction on the Columbia River Highway between Dodson and Bonneville.

That contract contains and imposes certain obligations on you and likewise imposes on the State certain obligations. One of the provisions of the contract has to do with the use of explosives and another provision, which is more or less general, obligates you to protect property and persons, and another obligates you to restore damage to property.

In connection with these provisions, the Highway Commission is required to call to your attention any claim filed with the Commission for any injury or damage sustained by persons in connection with the performance of your contract.

Some days ago a complaint was made for the Bridal Veil Lumber Company by the company's attorney, Mr. H. W. Winfree, to the effect that the company's operations were being interferred with as a result of blasting operations. A few days ago a complaint was filed with the Commission by Mr. William Moessmer of Corbett to the effect that his fish pond has been damaged by reason of such blasting operations.

The purpose of this letter is to conform with the Commission's obligation under the contract and call to your attention these complaints. Should other complaints be made they will likewise be brought to your attention.

Very truly yours,

NOTED
W. C. WILLIAMS

J. M. DEVERS

JMD:NH
cc - T. H. Banfield
W. C. Williams
H. W. Winfree
William Moessmer

RECEIVED
FOR FILING
FORM S-80 3SM 8-40 24682

41-3.42 (12)
3.29

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 5, 1950

SUBJECT: Blasting on Dodson-Bonneville Section

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Confirming our conversation of this date, Mr. Donald L. Boots, Superintendent for Peter Kiewit Sons' on the Dodson-Bonneville job, wrote under date of December 31st, requesting permission to halt traffic at certain specified periods during hours of construction on the project to permit the necessary work to be done, particularly in the McCord Creek and Tanner Creek cut areas. He suggested that the highway be closed to traffic from 8:30 A.M. to 11:30 A.M., 12:30 P.M. to 2:30 P.M., and two hour periods from 5:30 P.M. to the end of their night shift at 1:30 A.M.

Yesterday I had a conference with Mr. Boots and Carl Peterson on this request, and after a discussion of the entire problem, we arrived at the following proposal.

The morning shift would start at 6:30 A.M. Traffic would be held for one hour and then cleared at 8:30 A.M., again at 9:30 A.M., 10:30 A.M., 11:30 A.M., 12:30 P.M., 1:30 P.M. and 2:30 P.M. This shift would end at 3:00 P.M. The second shift would come on at 5:30 P.M., which would mean that the road would be open to full traffic from 3:00 to 5:00 P.M. Traffic would then be held for an hour until 6:30 P.M., and be cleared each hour thereafter until the end of this shift at 1:30 A.M. Our blasting would be done as it is now being done at 9:45 A.M. and 12:45 P.M., which would allow 45 minutes under the schedule mentioned above to clear the shot and move traffic on schedule. In case of a bad shot, or when it was unable to clear the roadway, traffic would be put through as soon as possible, and the above schedule maintained from there on. The above schedule would be intended to cover a period of time that highway traffic would seriously interfere with the removal of the McCord and Tanner Creek cuts, which is estimated would last about four months, and traffic would only be delayed when necessary for the efficient prosecution of the work.

This schedule has been checked carefully with local requirements, such as school busses, change of shifts at Bonneville, and seems to fit with the minimum of inconvenience to this traffic. It has also been checked with the Oregon Motor Transport Association,

and the overland Grey Hound Bus Lines, and has the approval of both of these concerns.

If approval is given to this proposed schedule, publicity should be given, and suitable signs erected to properly warn traffic coming from each end. It is believed that a schedule such as the one recommended above would offer the least feasible interference to traffic using the road, and would permit the contractor to expedite his work and handle it with reasonable efficiency, so that the duration of traffic hindrance would be cut to as short a time as possible.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
Carl A. Peterson

RECEIVED
JAN - 5 1950
FOR FILING

FORM S-30 SSH 5-49 10000

FI-245(5)
3-3-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 3, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I am advised by Mr. Carl A. Peterson that in accordance with approval received from your office, the contractor on the Dodson-Bonneville section put into effect his new blasting schedule in which he shoots at 9:45 A.M. and 12:45 P.M. as of today.

This schedule was confirmed by him with the Bridal Veil Lumber and Box Company, and Cascade Locks City Light, as well as with other interested parties in the vicinity, and fits local conditions satisfactorily.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith

RECEIVED
JAN - 4 1950
FOR FILING

cc cc File

FI-248(15)

3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3rd, 1950

1610

SUBJECT: R 13608

REFERRED TO
By Asst. Chief Engineer

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

In regard to Assignment #1610, I am advised by the Division Office that Mr. Enquist has disposed of Building #14 to our contractor, who will move it off the right of way in the next few days.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

LOS ANGELES
JAN - 1 1950
RECEIVED

ASSIGNMENT No. 1619

DESCRIPTION: C. W. Enfield's letter of 12-22-49 re moving of buildings upon property acquired by the State from the Enquists for use for R/W of Dodson-Bonneville Section of Col. R. Highway

DATE: 12-23-49 ASSIGNED TO: Smith

- [x] Investigation and report to this office
- [ ] Reply direct with copy to this office
- [ ] Return with drafted reply
- [ ] Comment or recommendation and return to this office
- [ ] Investigation and such action as is necessary
- [ ] Please prepare reply for my signature
- [ ] Assignment executed Date _____

- [ ] _____

REPORT RECEIVED: 12-4-49 mc

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-20 25M 6-48 32908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Salem, Oregon
December 22, 1949

SUBJECT: R 13608

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

Dear Mr. Williams:

Enclosed herewith is a copy of a letter written this date to Mr. Langguth, attorney for Mr. Erick Enquist, regarding the moving of buildings upon property acquired by the State from the Enquists for use for right of way of the Dodson-Bonneville Section of the Columbia River Highway.

By the provisions of the agreement entered into between the State and Mr. Enquist, Mr. Enquist was required to move by December first several buildings, including building No. 14, as shown upon the print attached to and made a part of the agreement, a copy of which, I think, is in your files. Upon an inspection of the area last week, Mr. Parker informed me that building No. 14 had not been removed, and that it appeared to be within the construction area and would interfere with the contractor's work. I immediately wrote Mr. Enquist requesting that the building be removed, and advising him that if Mr. Enquist did not plan to move the building immediately, that we would advise the contractor to wreck it. Mr. Langguth promptly replied to my letter and stated, among other things, that Mr. Enquist had talked with the contractor, and that it was agreeable with the contractor that this building No. 14 remain where located until next spring, at which time Mr. Enquist can remove the building along with others that he plans to remove at that time, for the reason that the building will not be in the way of construction work. From the information made available to this office at the time of preparation of the agreement, it appears that building No. 14 is within the construction area and will be in the way of the contractor.

I will appreciate your investigating this matter and advising this office as to whether or not it will be necessary for building No. 14 to be moved before next spring to facilitate performance of the contract.

Yours very truly,

J. M. DEVERS

By C. W. Enfield
C. W. ENFIELD
Assistant Counsel

CWE:avh
Encl.

COM 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
SEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
N. B. GLAISYER
SECRETARY

C
O
P
Y

December 22, 1949

R 13608

Mr. Arthur Langguth
Attorney at Law
Suite 601-604 McKay Building
Portland 4, Oregon

Dear Mr. Langguth:

Thank you for your letter of December 16, 1949, wherein you state that thirteen of the buildings located upon the property formerly owned by Mr. Enquist have been removed, and that buildings 16, 17, and 20 have been given to the contractor.

You state that buildings No. 14, 28, 29, 30, 31, and 33 are in the way of the contractor, and that you would like to leave them there until spring before moving the same. This is agreeable with respect to buildings 28, 29, 30, 31, and 33, and it is provided in paragraph 3 of the agreement between the State and Mr. Enquist that Mr. Enquist shall have a period of six months within which to remove these buildings. However, at the time of drafting the agreement we were advised that building No. 14 was within the construction area and would have to be moved to make way for the contractor. Mr. Parker, upon returning to the office from his recent inspection of the area, likewise reiterated that building 14 is within the construction area and will have to be moved. You state in your letter that Mr. Enquist has talked to the contractor about building 14 and it was agreed that the building would not interfere with the contractor's work. If this building is not in the way and will cause no interference with the contractor's performance of the job, we, of course, will not insist that it be immediately removed if it can be moved more expeditiously by Mr. Enquist next spring at the time he moves the above-mentioned buildings.

I am immediately contacting the Engineering Department for its advice with respect to leaving building No. 14 in its present location until next spring, and if plans for construction are such that it is determined that building No. 14 is actually in the construction area and will interfere with the contractor, I shall advise you immediately.

Yours very truly,

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc W. C. Williams
C. W. Parker

RECEIVED
JAN - 4 1950
FOR FILING

FE-2451(5)
3238

File

Salem, Oregon
December 30, 1949

Mr. J. M. Devers

I have made a study of the form of agreement prepared to cover encroachments upon property of the Union Pacific Railroad between Dodson and Bonneville and the form of deed prepared to cover the transfer of property being purchased from the Union Pacific Company. I find, while terms of both instruments are rather severe, they are not materially different than the usual form of agreements we enter into with the Railroad Company, and I recommend acceptance of both, in so far as an engineering analysis is concerned.

I do think the Railroad's estimate of cost for reimbursement for flagmen, watchmen, rearranging of facilities, etc., which is set at $49,440, is rather high. However, this is based on a full year's operation, and we do not believe that the contractor's operations will require the services of the watchmen, flagmen, etc. for such a period of time, and that the final cost will be considerably less than their estimate. Nevertheless, we are obligated to pay the actual cost, whatever it may be, so I cannot take exception to this clause. I find nothing else in the easement form particularly objectionable.

As to the deed for the property to be purchased, we had previously agreed with the Railroad officials that we would not object to the restrictions they have placed in the deed, the major ones being:

1. Mineral and oil rights be retained by the Railroad Company

2. No drainage be allowed to spill onto the railroad from the highway roadbed

3. No development be permitted on the north side of the highway

We do not believe that either of these provisions materially affect the property in so far as its usage for state highway purposes is concerned.

Based on the above, it is my recommendation that both instruments be recommended for approval to the State Highway Commission if you find them satisfactory as to form and validity.

W. C. Williams

WCW:me

cc Mr. Forrest Cooper

FORM E-30 25M 6-49 32803

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1949

SUBJECT: Our File 7455
Union Pacific Railroad Co.
Dodson-Bonneville Sec.
Columbia River Highway

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

The Union Pacific Railroad Company has handed us a proposed deed to be used in connection with the transfer of property situated southerly from the Union Pacific Company tracks and westerly from Tanner Creek on the Dodson-Bonneville Section of the Columbia River Highway, in Multnomah County.

The conveyance contains the usual restrictive clauses demanded by the railroad, some of which seem unfair; however, I assume that we must accept them. There is one clause, however, which I would like to call to your attention. It appears to me that a study should be made to determine its cost effect upon the construction and maintenance of the highway and to see if a more satisfactory arrangement, from the standpoint of the State, could not be worked out. I refer to paragraph numbered 2 on Page 7 of the proposed deed.

This clause, among other things, obligates the State to construct and maintain a drainage ditch along the southerly side of the new location from the westerly boundary of the Union Pacific property easterly to and emptying into Tanner Creek. This is a distance of approximately 2,300 feet and as the clause, above referred to, does not allow the State to put in cross drainage for this entire distance, I anticipate we are due to have trouble with this facility. A large amount of water will be accumulated from the roadbed and also from the natural drainage lying south of the roadbed and undoubtedly from springs which will be encountered in the heavy excavation necessary on this section of highway.

The grade westerly from Tanner Creek is rising on approximately 4.6% at the easterly end of the property and flattens out considerably towards the westerly boundary due to a long vertical curve.

OREGON DIV.

Our construction plans call for three cross drains on this section of new highway. These culverts would, of course, simplify the drainage problem to a great extent from the standpoint of the State, as the volume of water would be materially reduced. It is my recommendation that the railroad company be contacted to see if this drainage matter might not be handled in some other manner than that which they propose.

While not a part of this purchase I might point out to you that the railroad company has not granted, in the easement, the width that we requested from Station 1623+00 to Station 1624+70, as they apparently do not wish our slopes encroaching closer than 25 feet to their tracks. This will probably necessitate a line change or the construction of a retaining wall at this point.

In passing I might comment that it could well cost the State $75,000.00 to take care of the various items involved in securing railroad property and encroachments for this section of highway.

I do not wish to infer that this expense could be entirely eliminated by holding the location farther away from the railroad tracks, but I do feel, however, that on future locations it would be well to balance the expense of railroad encroachments against construction costs to determine which is the more economical. I was not aware of the cost involved in securing railroad encroachments and frankly it was a surprise to me to know that the seemingly minor encroachments on this job would cost so much money. $50,000.00 to $75,000.00 will move quite a large quantity of material, at present day prices.

I am handing to you herewith our file covering the encroachments and also our file covering the property to be purchased near Tanner Creek. Will you kindly return these to me when they have served your purpose as they are our only copies.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc - J. M. Devers
J. W. DeSouza

Encl.

FORM E-30 25M 6-40 32002

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Commission

O F F I C E

Dear Mr. Williams:

Herewith I hand you for your examination and return proposed agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Company, State of Oregon and County of Multnomah, covering the first six encroachments upon the railroad property located between Dodson and Bonneville. Parcel No. 7 will be covered by a separate deed. Parcel No. 8 will be covered by the agreement on the Bonneville overcrossing and I note from a letter from Mr. Althof, transmitting the forms of agreement that the acquisition of parcel No. 9, at the entrance to the Bonneville Depot, was eliminated by a letter from Mr. Cooper, dated September 16.

I have gone through the agreement and note the following items:

Page 5 (paragraph b). A consideration of $283.00 is called for. I am not in position to state whether this is excessive but it seems to be in accordance with a lately adopted practice of the railroad for charging for easements. OK

Page 5 (paragraph d). This paragraph prohibits use, by the State, of the property for electric power, transmission lines, etc. I do not know whether or not this is objectionable. OK

Page 5 (paragraph f). It is to be noted that the grant is subject to the rights of the Western Union Telegraph Company and Pacific Telephone and Telegraph Company , not only as to present lines but future lines, even though underground. It probably is not unreasonable to take the property burdened with these rights. OK

Page 6 (Sec. 2, paragraph a). This calls for the completion of the project within two years. As it is now under contract I assume that the two-year limitation will not be objectionable. OK

Page 6 (Sec. 2, paragraph b). This requires the construction of fences and barriers between the highway and the railroad tracks and imposes quite a general obligation with respect to drainage conditions. I think this paragraph should be rather carefully examined. OK

Page 7 (Sec. 2, paragraph c). This paragraph relates to future public grade crossing and is the same as was contained in the easement agreement of December 29, 1938, covering some 15 encroachments between Troutdale and Warrendale. I do not call to mind any objections to the paragraph although it is possible that some may exist, particularly if we have property north of the tracks which would be reached by the public crossing. OK

Page 7 and 8 (Sec. 4). This section relates to reimbursement for railroad and telegraph company expenditures amounting to an estimated total of $49,440.00. The basis of reimbursement is not limited to items reimbursable under P. R. A. General Administrative Memoranda Nos. 299 and 300, so the door appears to be left open for such billing as the companies may care to submit. OK

Page 9 (paragraph e). This paragraph relates to the use of explosives and is very general in its terms. I think consideration should be given to its limitations with respect to possible restriction of activities of the contractor on the project now under way. OK

Page 9 (paragraph f). Your attention is called to the clause prohibiting the obstruction of view along the tracks of the railroad. The thought occurs that this clause might possibly prevent the future planting of windbreak trees or other trees or plantings. OK

Page 10 (paragraph h). This paragraph may be interpreted to impose considerable liability with respect to future slides and I think that the implications of the paragraph should be very carefully considered. OK

Page 10 (paragraph i). This paragraph imposes a general obligation upon the Commission with respect to drainage and by its terms might obligate the Highway Commission to construct drainage structures under the railroad road bed. I think this should be very carefully examined. OK

Page 11 (Sec. 7). This section calls for insurance to the extent of $100,000-$200,000 for personal injury abd $100,000-$200,000 for property damages. The requirements do not appear to be excessive but the question arises as to whether or not such insurance has been provided for in the contract now under way. The section also authorizes the railroad companies to acquire insurance protection similar to that provided for in Federal Works Program General Memorandum No. 32. This does not appear unreasonable and I assume that the Highway Commission OK

will be billed for the expense.

Page 12 (Sec. 10). This section is directed to Multnomah County and is the reason for making the County a party to the agreement. I believe that its principal purpose is to cover a situation directly west of Tanner Creek where Multnomah County was granted an easement for right of way on Jube 30, 1913, and thereafter the highway was constructed on a different location without the easement record being corrected. The clause does not appear to me to be particularly objectionable but a note should be made of the matter so that, upon completion of the project, proper abandonment and retention maps will be prepared and forwarded to the Legal Department for the preparation of the proper resolution. OK

I have not tried to mention all of the clauses in the proposed agreement but I think that it should be examined in full by you with the thought in mind of seeing whether or not any of the other conditions are objectionable.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:MA

RECEIVED
JAN 3 19
FOR FILING

FI-2(15)
3237

File

PRESS RELEASE

Effective Tuesday, January 3, there will be a change in schedule of blasting operations on the Dodson-Bonneville Section of the Columbia River Highway reconstruction. Beginning ~~January 3~~ next Tuesday, blasting operations will be conducted at 9:45 A. M. and 12:45 P. M., Mondays through Fridays. Blasting operations will result in a delay to traffic of approximate 30 minute duration.

Vehicle operators are urged to schedule their operations in such manner as to avoid arriving on the Dodson-Bonneville Section at the time of blasting, either by change of schedule or by detouring via the north bank highway between Vancouver and Cascade Locks.

Rel to Press Rm

RECEIVED
JAN - 4 1950
FOR FILING

FIC

FI 248(15)

3238

December 30, 1949

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The State Highway Commission will reimburse the Union Pacific Railroad Company for the cost of operation of an automobile on such times as such automobile's use is required by the Railroad's inspector during construction of the Dodson-Bonneville Section of the Columbia River Highway.

In order that our records may be complete in this matter, we will appreciate your advising us your estimated cost of the automobile's usage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith
Mr. A. G. Skelton

FORM 2010
2-48-10M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

December 28, 1949

585

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

At meeting called by Governor McKay at Cascade Locks yesterday, in regard to operations of the State's Contractor between Dodson and Bonneville, it developed that use of an automobile by the Railroad's Inspector would facilitate matters.

Will you please advise if the State will reimburse the Railroad for the cost of such automobile use.

Yours truly,

L. W. Althof

RECEIVED
JAN 3 1950
FOR FILING
FORM S-30 SSH 9-49 54952

(F 3718(15))

3337

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 28, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

FILED

Dear Sir:

In accordance with your advice of last Friday I met with Mayor Nichols of Cascade Locks and other interested people from the Cascade Locks-Bonneville area to discuss certain difficulties in connection with the Dodson-Bonneville contract, particularly regarding the Cascade Locks City Light and Power line extending through the project and furnishing power for the Bridal Veil area. Among those present at this meeting were the following: Mayor Nichols, Mr. Reuterskiold of Cascade Locks City Light, Mr. Althof, Resident Engineer for the Union Pacific, Mr. Jack Boone, Principal of the Bonneville School, Mr. Boots of the Peter Kiewit Company, Mr. Peterson and myself.

From the discussion of the problems it appears the past two weeks that a number of power outages have taken place which were due partly to the blasting operations of our contractor and partly to other causes. The Bridal Veil Lumber Company are particularly concerned about the uncertainty of how long the power would be off when it did go off and of having advance warning whenever possible. Arrangements are being made so that they will get information when any protracted delay will occur and through the Union Pacific Agent at Bridal Veil they can, if they desire, get definite information on train movements which definitely establish the time the shot can be put off. Cascade Locks City Light assumed the responsibility of keeping them advised.

Through Mr. Althof of the Union Pacific arrangements are being made for additional telephones on their signal circuit for their inspector so that he can keep in closer contact with their dispatcher and eliminate delays that have occurred in his keeping advised and keeping us advised as to the actual time the shots can go off. Mr. Althof is also arranging for an automobile for this inspector so that he can keep in closer touch with all parts of the job and at the same time with his dispatcher's office.

Arrangements were made with the Bonneville School District so that their busses could get through the job at specified times and with a minimum of delay. Cascade Locks City Light are putting additional switches in their line which will eliminate the necessity of killing the line east of Tanner Creek and will also eliminate their delay in shutting off power and cutting it on again which has accounted for a good deal of the time that the power has actually been off.

Mr. Boots advised that effective Tuesday, January 3rd, they will shoot twice a day, the first time at 9:45 A.M. and the second time at 12:45 P.M. These times are, of course, approximate, depending on train movement at the time of the shot. However, they do fit the Union Pacific schedules, allowing a reasonable amount of leeway so that normally they should be followed quite closely. In this regard the Bridal Veil Lumber Company are adjusting their work schedule to fit these two shooting times and this time is agreeable with them.

I presume we should modify our news release to fit these two times of shooting, advising the public that they will be subjected to delays at approximately 9:45 A.M. and 12:45 P.M. It is not expected that these delays will normally be in excess of thirty to forty-five minutes. For the shots put off both yesterday and today traffic was delayed some twenty minutes yesterday with the power cut off for that duration and thirty-five minutes today.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. H. G. Smith
Mr. Carl A. Peterson

RECEIVED
DEC 22 1949
FOR FILING

FORM 3010
7-44-3M

UNION PACIFIC RAILROAD COMPANY

L. W. ALTHOF
S. MURRAY,
RESIDENT ENGINEER
3238

OPERATING DEPARTMENT

December 19, 1949

PORTLAND, 5, OREGON

585

Employers Mutual Liability
Insurance Company of Wisconsin
Spalding Building
Portland, Oregon

(cc: Peter Kiewit Sons' Company-Longview, Wn.
R. H. Baldock, State Highway Commission-Salem
Mr. R. F. Shields - Building
Mr. L. A. Collins - "
Mr. J. F. Cox - Omaha
Mr. A. McAllister - Albina)

Gentlemen:

In accordance with Paragraph 6 of the Conditions in your Policy No. 720-88136, issued to Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Co. in connection with construction operations of Peter Kiewit Sons' Company on the Dodson-Bonneville Section of the Columbia River Highway, Multnomah County, Oregon, under Contract No. 3238 with the Oregon State Highway Commission, you are hereby notified that on December 5th this contractor in putting off a blast threw a part of a stump into a 13,000 volt power line, which power line dropped onto Railroad Company wires and which resulted in damage to Railroad Company wayside signal apparatus between Dodson and Bridal Veil.

Yours truly,

L. W. Althof

RECEIVED
DEC 20 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1949
FILING

FI-248(15)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1949

SUBJECT: File 13607
Dodson-Bonneville Sect.
Victoria Ford Property

To: MEMORANDUM FOR THE FILE

At the request of Mr. Donald Boots, Superintendent of the Peter Kiewit Sons Company, I discussed with Mr. Devers and Mr. Enfield the matter of the contractor entering upon Miss Ford's property and removing the timber from the right of way at this time.

Mr. Devers said to tell them to proceed with the removal of the timber. Mr. Enfield requested that I wait until after he had called Miss Ford's attorney and advise him what we were doing. Mr. Enfield then advised me to tell Mr. Boots to proceed with the removal of the timber which I have done by long distance today.

C. W. PARKER
Property Manager

CWP:ms

cc: Mr. Carl A. Peterson

RECEIVED
DEC 27 1949
FOR FILING

FORM 3010
2-48-1M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

351 PITTOCK BLOCK
PORTLAND 5, OREGON

December 15, 1949

FI 245(15)
3238

Cross Referenced To:
Maint & Traffic Dept
Railroads

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. L. A. Collins - Building
Mr. R. F. Shields - "
Mr. D. J. Callahan- ")

V C. WILLIAMS

Dear Sir:

You will recall that in several instances we have complied with your request that your contractors on various sections of the State Highways be permitted to commence work in advance of execution of usual agreement between the State and the Railroad. In several cases, as a result of this permission, your contractors have prepared to start work immediately; then we have to call their attention to the fact that before doing so they should furnish us liability insurance in proper amount and in a form which our Law Department will approve. By the time we receive such insurance papers and obtain the approval of our Law Department thereto, your contractors complain that we are delaying starting of the work and causing them financial loss.

As you know, even worse conditions developed with your contractor, Peter Kiewit Sons' Company, on the project between Dodson and Bonneville. This contractor commenced work without furnishing insurance, and on December 5th put off a shot which damaged our signal layout. He also prepared for a larger blast, still without any insurance, and it was necessary for you to hold up this work pending the receipt by us of insurance documents which we could approve.

In order to avoid recurrence, I have in mind hereafter where you request authority to permit your contractor to commence work in advance of contract between

the State and the Railroad, that no such permission will be granted until the contractor has furnished the proper insurance policies.

Also, I would appreciate it very much if, in each case, you will let me have a copy of your contract with your contractor as soon as possible after it has been entered into, in order that we may have it in connection with securing approval of our Law Department of insurance policies submitted by the contractor.

Yours truly,

L. W. Althof

RECEIVED
DEC 16
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1949
FOR FILING

71-248 (13)
3238

December 9, 1949

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Relative to your telegram of December 7, instructions have been issued to Peter Kiewit Sons' Company that no further blasting work shall be performed on the Rodgers-Bonneville Section until a proper insurance policy is delivered to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Peter Kiewit Sons' Company
Box 491
Longview, Washington

Mr. A. G. Skelton

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

(04)...

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

TERMS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA157 CAK PI PORTLAND ORG 7 442P=

R H BALDOCK=

:STATE HIGHAAY DEPT

DEC 7 PM 5 11

YOUNG ADVISES KIEWIT PLANS ,PUT OFF GOOD SIZE SHOT BONNEVILLE DODSON SEC NINE AM DED 8TH. NO INSURANCE HAS YET BEEN FURNISHED AND ALSO OUR TRAINS WILL NOT ALL BE OUT OF THE WAY BY NINE AM. WE ARE NOT AGREEABLE TO CONTINUANCE THIS WORK UNTIL POLICY RECEIVED AND APPROVED BY OUR LAWYERS=

:LWALTHOF UPRR=

JW

NOTED
W. C. WILLIAMS

:LWALTHOF=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
DEC 13 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

47-248(.2)
2-3-F

December 9, 1949

Peter Kiewit Sons Company
Bonneville, Oregon

RECEIVED
W. C. WILLIAMS

Re: File 13594
Sale of Building to Contr.
Dodson-Bonneville Section
Columbia River Highway

Attention: Mr. Donald Boots, Supt.

Dear Mr. Boots:

This is to confirm our telephone conversation of this morning in which you offered to purchase the store-residence building on the Dodson-Bonneville Section northerly of 154+40 for a consideration of $500.00, it being understood that at the completion of the contract, you will remove the building from the limits of our right of way and if there is any of the building left after the completion of your contract which has not been removed, then the same will become the property of the State and will be removed by same without any liability.

This letter is your authority to take possession of this building.

I thank you for your consideration in this matter and I will appreciate your check for this consideration.

Very truly yours,

J. M. DEVERS

By C. W. PARKER
Property Manager

CWP:ms

cc: Mr. W. C. Williams
Mr. A. G. Skelton
Mr. Carl A. Peterson

RECEIVED
DEC 12 1949
FOR FILING

FORM 3010
3-48-1M

UNION PACIFIC RAILROAD COMPANY

FE-248(15)
L. W. ALTHOF
RESIDENT ENGINEER 1238

DEPARTMENT OF OPERATION

December 6, 1949

831 PITTOCK BLOCK
PORTLAND 5, OREGON

585

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. W. C. Williams

(cc: Mr. R. F. Shields - Building
Mr. L. A. Collins - Building
Mr. T. B. Collins - Building
Mr. A. McAllister - Albina)

Dear Sir:

Referring to my letter December 2nd, in regard to your contractor on the Dodson-Bonneville Section of the new Columbia River Highway not having furnished us the required insurance.

Mr. Skelton, of your Portland offices, called on the phone today and stated that he had verbal advice from your contractor that the necessary insurance had been apparently overlooked, but that it had now been arranged for the policy to be issued in the East within the next couple days.

In telephone conversation with you today, you stated that you will see to it this contractor furnishes the proper insurance policy immediately, and that otherwise you will have to stop the work until proper insurance is furnished.

Yours truly,

L. W. Althof

RECEIVED
DEC 8 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1949
FOR FILING

FORM 2010
2-48-1M

UNION PACIFIC RAILROAD COMPANY

LT-247(15)
L. W. ALTHOF
RESIDENT ENGINEER 5238

DEPARTMENT OF OPERATION

December 6, 1949

951 PITTOCK BLOCK
PORTLAND 5, OREGON

585

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams

(cc: Mr. R. F. Shields - Building
Mr. L. A. Collins - "
Mr. T. B. Collins - "
Mr. A. McAllister - Albina)

Dear Sir:

Confirming telephone advice today, I am in receipt of a report to the effect that your contractor Peter Kiewit Sons Company, in blasting stumps on the Dodson-Bonneville Section of the new Columbia River Highway near our M.P. 37 on December 5th threw a part of a stump into a 13,000 volt power line of the Cascade Locks Power Company breaking the wires, which dropped onto our signal line and damaged wayside signal service between Bonneville and Bridal Veil.

We will bill you for cost of repairs as soon as they are made.

Yours truly,

L. W. Althof

RECEIVED
DEC 8 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 1949
FOR FILING

71-248(15)
3238

Files

December 6, 1949

Peter Kiewit Sons' Co.
8th & Douglas Streets
Longview, Wash.

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3238 which was awarded to you on October 24, 1949 by the State Highway Commission, covering the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

Recorded

RECEIVED
NOV 29 1949
FOR FILING

FI-348(15)
3228

F 11-

November 25, 1949

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of November 22, relative to payment for flagging and watchman services for protection of railroad property on the Dodson-Bonneville highway relocation. During the past years it has been the custom to not require the contractor to make payment for watchman and flagman services normally accruing, for the reason that there is quite often a controversy between the Railroad Company and the contractor as to the contractor's payments. If the State pays direct, we believe that the matter is more easily handled between the Railroad Company and the Highway Department.

It is intended that the State will pay direct to the Railroad Company costs in protecting itself from hazards normally accruing by reason of work under contract, irrespective of whether the charges are allowed by the Federal Government as being reimbursable from federal funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

FORM 2010
2-46-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

351 PITTOCK BLOCK
PORTLAND 5, OREGON

November 22, 1949

585

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Re: Dodson-Bonneville Relocation -

The agreement covering the relations between the State and the Railroad on the above project is being prepared as a Federal Aid Project in line with current General Administrative Memoranda issued by the Bureau of Public Roads. In proceeding along this line, there develops a conflict regarding the payment of watchman and flagging costs. Paragraph E, Section XII of G.A.M. 299 provides that such services shall be at the expense of the State's Contractor and will not be reimburseable from Federal Funds; while Section 1, under Contractor's Obligations For Protection of Railway Property, Page 46, of the Proposal for bidders on Grading, provides the normal requirements of such Railroad services will be provided without cost to the Contractor.

Since the Proposal for bidders was prepared subsequent to the issuance of G.A.M. 299 by the Bureau, it is presumed you wish the terms of the Proposal to prevail. To clarify the confliction and to avoid future misunderstandings, please confirm that the above-cited Section 1 means the State will reimburse the Railroad for its services in protecting itself from hazards normally accruing by reason of the work under contract, irrespective of whether the charges are allowed by the Federal Government as being reimburseable from Federal Funds.

It is hoped that this matter may be clarified at an early date.

Yours truly,

L. W. Althof

STATE HIGHWAY COMMISSION

RECEIVED
NOV - 3 1949
FOR FILING

File

FI-248(15)
2238

November 3, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of October 28, relative to a right-of-way situation on Oregon Project FI-248 (15), Dodson-Bonneville, particularly as concerns the complaints of C. E. and Ruth Berger to Senator Morse.

Mr. Devers has prepared a statement as to the State's handling of this matter, and I attach a copy of Mr. Dever's statement, to which is attached an agreement entered into between the State Highway Commission and the Bergers, wherein the Bergers accepted payment for their houses, and so far as we can see the matter is satisfactorily adjusted to the interests of both the State and the Bergers.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCL:mp

Encl.

cc Mr. J. M. Devers

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 2869
PORTLAND 8, OREGON

October 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Washington Office is in receipt of a request from Senator Morse for an early report regarding the right-of-way situation on Oregon Project FI-248(15), Dodson-Bonneville as the result of complaints the Senator received from Mr. C. E. Berger and Ruth Berger.

While we are probably not directly involved, however a reply is necessary and we would appreciate information regarding this matter and such comments as you may make.

We would very much appreciate an early reply.

A copy each of letters to Senator Morse from Mr. C. E. Berger and Ruth Berger are enclosed herewith.

Very truly yours,

T. M. DAVIS
District Engineer

Encls.

RECEIVED
OCT 31 1949
OREGON
STATE HIGHWAY COMMISSION

Bonneville, Oregon
Sept. 25th, 1949.

The Honorable Wayne Morse
Washington, D.C.

Dear Mr. Morse:

We are giving you some of the details of our troubles here with the Highway Commission, we were told by their right-a-way agent that we would be paid for every houseon the Enquist land here, where we had 9 houses that we were renting and there were about 8 or 10 other people who had homes on this land belonging to Mr. Enquist, but we were also told by Mr. Devers and his assistant, Mr. DeSousa, so we all expected that we could depend on the word from our State Highway Commission staff, but as time went on, now they tell us they will not pay for any of them and that we will have to move off and get nothing.

I do appeal to you, that if you can do anything at all to cause the highway commission staff feel that they should at least live up to what they have promised, I would surely appreciate it, and I do feel that after the promise that we were to get pay for these places, I feel we should have something.

There is a few elderly people who have their homes on this Enquist land that do not have money to move their homes off and will have to loose them if this is left go on this way.

Most of these places were only on a month to month ground rental basis, but still we were promised that we would be paid for them regardless.

There is federal money involved here so I understandin this new highway and I feel that we should be treated fair and as promised by either one or both the Federal Government or The State Highway Commission

Quite a lot of us have been notified to get our homes off by October 10th be I think we have gotten the highway Commission to have Mr. Enquist extent that to Nov. 14th, that will help a little, but for the Elderly widow who dont have money to move their homes, I dont see how they will ever be able to move their home or where they will have a home as if they cannot move these places off, they probably will loose them and leave some of them without a home.

Will you please see if there is anything that you can do in this matter and let us hear from you regarding same, I sure feel there should be some way to get more justice than we are getting this way, Thanking you in advance for whatever you can do for us.

Yours very truly,

C. E. Berger,
Box 244
Bonneville, Oregon

COPY

Bonneville, Oregon
Sept. 22nd, 1949

The Honorable Wayne Morse

Dear Mr. Morse,

We really need some help and I know of no better one to tell our troubles to then you, and its nice to have confidence in you, as to your ability to help us.

As you know, being a westerner, the Columbia River Hiway goes through Bonneville. When we came here 10 years ago, land was impossible to ge to build a home on. The Warrendale Packing Company had some 40 acres, so Erick Enquist bought this for less than $1000 and encouraged people to put homes on same at $5.00 or so rent for ground, per month. We bought up a few homes and rented them mostly to workers on the dam. The houses were built by men who were transferred elsewhere, this being a Government project. Time went on, and then was quite a small community built up. Store, Beauty Shop, and these 30 or so houses. There were a few leased other monthly rentals.

Now, the hiway is coming thru, and many of these houses are on the right of way and have to be moved off, away from the right of way. The hiway representive comes thru, advising us of same, and telling us they will pay us for every house, everyone is agreeable, they have 4 different appraisals of the houses, everything going along fine. We bought ten acres to move our houses on, which is very expensive here in the gorge. Now out of a clear skay Enquist sends notice out to vacate within 30 days or the houses divert to him. Yesterday we made a trip to Salem to see Devers, head attorney for hiway and he wouldn't see us. Just shoved us on to subordinates, who felt terrible about the deal, as they have their hands completely tied. We even have letters from the hiway commission telling us we will be considered. There is one old lady her husband just passed away. has a nice hime, a few shrubs her late husband planted, and Enquist told here to take her house and get off but leave the shrubs.

Another 80 year old lady has a small beauty shop in front of her living quarters, and he has ordered her off and now she has to have a separate shop as a law has been passed, unless already in operation, illegal to have a beauty shp in the home. This is causing her to really lose a bread and butter income, she has no money to move on. We have already moved 5 of our housed from this ground, as ordered by this man, causing us a terrible financial loss as we were getting $20 and $25 per month for these houses. Now he has ordered us to take another one off by Oct. 10th which is an absolute impossibility. The others had to be torn down in such a hurry the lumber is worthless. Housing is far from being adequate here and these houses were very essential to people having to find homes. Now, they are a useless pile of lumber. We have about exhausted our resources in moving these houses, and yet have four on Enquist ground and 3 on Nee Cove property which has just been bought by the Hiway Dept. from the R.R.U.P. when my husband works as a telegrapher. You see we are all working people trying to make an honest living and was getting along until this happened, now they are asking us to give up our homes, the very roof over our head, without any consideration whatever, not only that but taking the only source of income from people not able to reestablish themselves.

There are four leases on this ground, 2 are acres and two are Plymater. These were told would let run until expiration, then we were to get off. This is really serious, and we are not asking for much, but if we could get what we were promised by the hiway, everyone of us would be satisfied, and happy to be out of it, for it has been a terrible worry and so many are elderly people, and it is really making them sick. They have also waited until winter which are very cold and rainy but we had a wonderful summer, if we had known this we could have been more prepared. One man with 3 children are getting a tent to live in while building a small house for his family.

The widows have no one to help and no money to move with. Mr. Morse, wont you please investigate this for we are not getting a fair deal. Erick Enquist got $40,000. cash for this ground, our homes was on, 40 acres), and they won't give us a few hundred to move with and its not our fault we are in the way. The contractor charges $500 to move a house for us. Please help us.

Sincerely,

Ruth Berger

C O P Y

FORM E-20 REM 1-49 20023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1949

SUBJECT: R 13608

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

Dear Mr. Williams:

Below I give you a statement of the State's transactions out of which has grown the complaint made to Senator Morse by C. E. and Ruth Berger.

One of the properties which the State found necessary to acquire for the right of way for the Dodson-Bonneville Section of the Columbia River Highway was a property owned by a man by the name of Enquist. On the Enquist property were several small buildings. Some of the buildings were owned by Enquist and rented to tenants. Some of the buildings were owned and occupied by other parties, and with respect to those buildings the owners were paying a ground rental. When the State dealt with Mr. Enquist we, of course, dealt with him in his capacity as owner of the property and as landlord with respect to these several tenants. We were informed, and I believe it is true, that the tenants were there on a month to month basis, and hence could be ordered off by the owner landlord. Since the State was dealing with Mr. Enquist, as owner, we were not at liberty to deal with his tenants, but we required Mr. Enquist to clear the ground of all structures, and we paid him a substantial price for the property.

Mr. and Mrs. Berger owned two of the residences and they were paying a ground rental to Mr. Enquist. As soon as the State reached its agreement with Mr. Enquist he immediately began notifying the tenants that their rental arrangement would terminate at the end of the thirty-day notice and they would be required to move. This arrangement, of course, was offensive to some of those people, and they appealed to the Highway Commission, to the Governor, and to other influential parties. Of course none of these parties could take any action as between Mr. Enquist, as landlord, and the Bergers and others, as tenants.

When the State settled with Mr. Enquist it withheld a certain amount of money to be used in a settlement with the Bergers and this arrangement was a part of our contract with Mr. Enquist and with his consent. Mr. Enquist thought the State could deal better with the Bergers than could he. The reason the Bergers were singled out in this way was because they had a longer term of lease than did other tenants, and a

thirty-day notice would not be sufficient to clear the ground for the State's contractor.

We have, however, settled with Mr. and Mrs. Berger and have agreed upon the sum of money which is to be paid them in consideration of a termination of their lease and the removal of their buildings. So far as we know the Bergers have no further complaint.

The above statement, I think, will be sufficient for Mr. Davis to forward to Senator Morse. For such purpose as it may serve I am enclosing a copy of our agreement with the Bergers.

Very truly yours,

J. M. DEVERS

JMD:NH

Enc.

RECEIVED
MAY 12 1950
FOR FILING
F-245(5)
3038

RESOLUTION

"WHEREAS, PETER KIEWIT SONS' CO., a Nebraska corporation, has been awarded a contract by the Oregon State Highway Commission, Salem, Oregon for the construction of the Dodson-Bonneville Section of the Columbia River Highway; and

"WHEREAS, the Oregon State Highway Commission desires evidence of the authority of the persons entitled to sign contract and bond documents in connection therewith;

"NOW, THEREFORE, BE IT RESOLVED, That T. F. ARMSTRONG, Vice President and Harriett Daniels, Assistant Secretary of this corporation be, and they hereby are authorized and directed to execute contract and bond documents in connection with the above mentioned contract.

- - - - -

I, HARRIETT DANIELS, the duly elected and acting Assistant Secretary of Peter Kiewit Sons' Co., hereby certify that the above and foregoing is a true and correct copy of the minutes of the meeting of the Board of Directors of Peter Kiewit Sons' Co., which was duly on the 22nd day of October, 1949, as the same appear of record in the minute book of said corporation, and that the resolution above set forth was duly adopted by the Board of Directors of said corporation and placed on record in its minutes on said date, and is in full force and effect.

WITNESS the signature of said officer of Peter Kiewit Sons' Co., and its corporate seal hereto affixed, this 2nd day of November, 1949.

Harriett Daniels
Assistant Secretary

RECEIVED
NOV 10 1949
FOR FILING

FORM 2010
2-48-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER
71-241(E)
3-36

November 2, 1949

681 PITTOCK BLOCK
PORTLAND 5, OREGON

585

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Re: Dodson-Bonneville Section of Columbia River Highway.

The following is an estimate of the work which the Railroad and Western Union Telegraph Company will perform at the expense of the State in connection with the above-named project:

1. Furnish necessary Engineering, Inspection, Watchman and Flagging Service as the Railroad may require to protect its operations.	$ 20,200
2. Move portions of signal lines to temporary location and restore when highway construction is completed, maintain and repair balance of lines as needed.	$ 17,900
3. Maintain or move communication lines as in the judgement of the Railroad or Telegraph Company may be necessary during prosecution of the project.	$ 11,340
Total	$ 49,440

Item 1 of the above estimate is based on 3 shifts per day, for five day week for a period of five months.

Item 2 provides for placing the signal lines in protected conduit at McCord Creek and around the work at

Tanner Creek. Where the proposed embankment interferes with the signal line, it may be necessary to raise the line as the work progresses, or rebuild it after the work is completed.

Item 3 is for the maintenance of the communication lines. It is our understanding that the Telegraph Company does not propose to move any of the lines, but to patrol and maintain them in the present location.

In line with the requirements of the Public Roads Administration, it is proposed to use the above estimate in the forthcoming agreement between the Highway Commission and the Railroad. No attempt has been made to estimate a credit item for possible salvage, it being a very minor item.

Yours very truly,

L. W. Althof

RECEIVED
NOV 3 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 3 1949
FOR FILING

FI 24X(15)
323X

File

November 1, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on October 31, 1949 on Contract No. 3238, Dodson-Sommerville Section, in connection with Federal Aid Project No. FI-2h8 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

HBPimd

RECEIVED
OCT 31 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUFF, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

FI-248(15)
3238

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4844, PORTLAND 8, OREGON

October 28, 1949

IN REPLY PLEASE
REFER TO FILE NO

Mr. R. E. Anderson
General Plant Engineer
The Pacific Telephone & Telegraph Co.
Portland, Oregon

W. C. WILLIAMS

Dear Sir:

I am enclosing herewith letter dated October 26, 1949 from Mr. W. C. Williams, Acting State Highway Engineer, authorizing you to make such re-arrangements in the Pacific Telephone and Telegraph cable lines as are necessary to permit reconstruction of the Dodson-Bonneville section of the Columbia River Highway.

The Oregon State Highway Commission entered into a contract with Peter Kiewit and Sons on October 24, 1949 for the reconstruction of this section. The contractor expects to start working immediately, and it is hoped that your work may be expedited so as not to delay the reconstruction of this section.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
H. G. Smith
Carl A. Peterson

COMMISSIONERS
. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 28, 1949

The Pacific Telephone & Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Gentlemen:

This letter is your authority to make such rearrangements in the Pacific Telephone and Telegraph Company's cable lines as are necessary to permit reconstruction of the Dodson-Bonneville Section of the Columbia River Highway at the following listed stations: Station 1585+70, 1613+60 and 1713+45.

Your estimated cost for this work is $5,000 and, upon completion of the work, you will please bill the State for the actual cost of the work.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi
cc Mr. A. G. Skelton

(This copy to be returned to Salem office with date inserted when delivery of original has been made)

RECEIVED
DEC 16 1949
FOR FILING

AGENDA
NOV 1949

71-248 (15)

3238

October 26, 1949

Peter Kiewit Sons' Company
Box 471
Longview, Washington

Re: Contract No. 3238

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you on October 24, 1949, the contract for grading, surfacing and bituminous macadam construction on the Deer Island-Scappoose Section of Columbia River Highway in Multnomah County. This award was based on your low bid of $296,673.20 submitted on September 20, 1949.

Contract forms will be sent to you for execution within the next few days.

Yours respectfully,

Secretary
OREGON STATE HIGHWAY COMMISSION

In

Enc.

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. E. White

GET CONFIRMED

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 26, 1949
2:00 p.m.

Peter Kiewit Sons' Company
Box 491
Longview, Washington

State Highway Commission awarded you October 24 contract for grading, surfacing and bituminous macadam construction on Dodson-Bonneville Section of Columbia River Highway in Multnomah County, based on your low bid submitted September 20, 1949. Contract forms follow shortly.

H. B. Claisyer, Secretary
Oregon State Highway Commission

RECEIVED
OCT 31 1949
FOR FILING

F1 248 (15)

3238

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA151 GOVT PD=PORTLAND ORG 24 103P=

R H BALDOCK=

:STATE HIGHWAY ENGINEER

1949 OCT 24 PM 1 22

NOTED
W. C. WILLIAMS

AS REQUESTED IN YOUR TELEGRAM OF OCTOBER TWENTY FIRST AND IN VIEW OF THE STATEMENTS MADE THEREIN TOGETHER WITH LOW BIDDERS LETTER AGREEING TO STIPULATIONS WE ARE TODAY CONCURRING IN AWARD OF CONTRACT ON OREGON PROJECT F1-248/15/ DODSON-BONNEVILLE SECTION TO PETER KIEWT SONS CO. WHO SUBMITTED LOW BID=

T M DAVIS BUREAU PUBLIC ROADS=

NOTED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
OCT 22 1949
FOR FILING

File

Charge to the account of

$

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1211

A. N. WILLIAMS
PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

FI-248(15)

3238

SALEM, OREGON
OCTOBER 21, 1949

~~MR. P. H. DEVLIN~~
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
202 FINANCIAL CENTER BUILDING
6TH AND OAK
PORTLAND, OREGON

YOU ARE ADVISED THAT THE STATE HIGHWAY DEPARTMENT AND THE UNION PACIFIC RAILROAD COMPANY ARE IN FULL AGREEMENT AS TO ENCROACHMENTS AND PURCHASE OF RIGHTS OF WAY NECESSARY ON THE DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY. WE RESPECTFULLY REQUEST YOUR CONCURRENCE IN IMMEDIATE AWARD OF THIS CONTRACT. IT IS AGREED THAT WE WILL NOT REQUEST PAYMENT OF FEDERAL FUNDS UNTIL DEED FOR THE PROPERTY TO BE PURCHASED FROM THE UNION PACIFIC RAILROAD IS EXECUTED.

W. C. WILLIAMS
ACTING STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1949
FOR FILING

FORM 2010
2-48-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

FJ 248 (15)
L. W. ALTHOF,
ASSISTANT TO GENERAL MANAGER
RESIDENT ENGINEER
3238

851 PITTOCK BLOCK
PORTLAND 5, OREGON

October 20, 1949

585

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This will confirm telephone advice of this morning to Mr. W. C. Williams, to the effect that I am authorized, in connection with encroachments requested by you between Dodson and Bonneville, to permit the State to occupy the easement areas exclusive of the large area which the state proposes to purchase just west of Tanner Creek. This permission is granted with the understanding that our usual form of easement agreement will be executed by the State and that the State's Contractor will furnish insurance protection as provided.

It will, of course, be necessary for this contractor to give us sufficient advance notice of his intention to commence work so that we can relocate our signal lines etc., before the work is started. Also, State's Contractor should be thoroughly familiar with the necessity for confining any blasting, etc., to the hours wherein our train operation will not be hindered or endangered.

Yours truly,

L. W. Althof

cc: Mr. R. F. Shields
Mr. D. J. Callahan
Mr. A. McAllister

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OCT 21 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1949
FOR FILING

71-248(15)
3238

File

PETER KIEWIT SONS' CO.
CONTRACTORS

ESTABLISHED 1884
Office 1024 Omaha National Bank Building
OMAHA, 2, NEBR.

P. O. Box 491
Longview, Washington
October 20, 1949

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Dodson-Bonneville Section
Columbia River Highway

Dear Sir:

Mr. Shelton, District Engineer, advised us today that the right of way matters pending on the above job have been settled with the exception of right of entry on the Union Pacific property between stations 1671 and 1703.

It is agreeable with us for the Commission to make the award to us, contingent on delayed entry into this section.

Yours very truly,

PETER KIEWIT SONS' CO.

Ivan N. Brunsen

RECEIVED
W. C. WILLIAMS

I.N.B:md
cc: Job
File

RECEIVED
OCT 21 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1949
FOR FILING

FORM E-80 25M 6-49 3260B

71-248(15)
3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1949

SUBJECT: Our File 13650
Fish Hatchery Property
Dodson-Bonneville Section

To: Mr. W. C. Williams
Assistant State Highway Engineer

O F F I C E

L

Dear Mr. Williams:

Regarding the easement we are seeking from the Army Engineers at Bonneville, on which we propose to construct an access to the State Fish Hatchery, this matter was recently checked with the Corps of Engineer's Real Estate Department and they informed us that they will have to refer it to Washington for approval. While they promise expeditious treatment it seems that this probably will take as long as 30 days.

As it now seems that other right of way on this section may be cleared in the next week or so possibly the contractor might be willing to accept this work with the understanding that he would not have access to the Army Engineers' property until their approval has been received. This feature has been discussed with Mr. Smith and it is felt that it will not cause the contractor undue inconvenience.

Very truly yours,

J. M. DEVERS

By R. L. Porter W. C. WILLIAMS
R. L. PORTER
Assistant Right of Way Engineer

RLP;MA

L

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FOR FILING

71-248(15)
3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 18, 1949

SUBJECT: Our File 13608
Eric Enquist
Dodson-Bonneville

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Referring to your letter of October 17, addressed to Mr. Cooper, regarding buildings on the Enquist property on the Dodson-Bonneville Section of the Columbia River Highway, we will immediately start whatever procedure is necessary to get buildings No. 1 and No. 12 removed from the right of way.

Very truly yours,

J. M. DEVERS

By R. L. Porter

R. L. PORTER
Assistant Right of Way Engineer

RLP/MA

RECEIVED
OCT 25 1949
FOR FILING

71-248(15)
3238

Salem, Oregon
October 17, 1949

Mr. Forrest Cooper

Under date of September 23, Mr. Enfield addressed a letter to me having reference to certain buildings on the property acquired from Enquist (Dodson-Bonneville Section) and whether these buildings would interfere with the contractor's progress if allowed to remain until the termination of existing leases.

You are advised that two of the buildings will definitely interfere with the contractor's operations, these being Houses Nos. 1 and 12. Both of these buildings must be moved to permit construction of the roadway, and every effort should be made to clear these buildings as quickly as possible. We do not know when we will be able to award a contract but hope that it will be within the next week or two, and in such event the contractor would be desirous of proceeding with construction operations immediately.

The lease on Building No. 1 does not expire until March 1, and the lease on Building No. 12 expires May 1. We cannot wait this long for the removal of the buildings.

W. C. Williams

WCW:ms

FORM B-60 REV 6-48 24M6

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 13, 1949

SUBJECT: Erick Enquist Property
Dodson-Bonneville Section
Columbia River Highway
R/ 13608

To: Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of October 5th you wrote regarding the Erick Enquist property on the Dodson-Bonneville Section and requested that we determine the feasibility of leaving buildings Nos. 1 and 12 in their existing positions until March 1st and May 1st, respectively, and also that we check over Nos. 22 and 34 to determine if they will interfere with the contractor's operations. You also enclosed your file on the Enquist property and requested that it be returned.

I am forwarding herewith a copy of Carl A. Peterson's report of October 11th in which he advises that houses Nos. 1 and 12 would definitely interfere with the contractor's operation and should not be left until the present lease has expired. He also states that Nos. 22 and 34 will not interfere with the contractor's operation.

This information was verbally furnished Mr. Parker of the Right of Way Department by phone today.

Very truly yours,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. Carl A. Peterson

Enc.

FORM E-80 REV 6-49 25000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
October 11, 1949

COPY

SUBJECT: Erick Enquist Property
Dodson-Bonneville Section
Columbia River Highway
R/ 13608

To: Mr. A. J. Skelton
Division Engineer
Oregon State Highway Dept.
Portland, Oregon

Dear Sir,

House No. 12, North of center line Sta. 1673+80 stands where the fill is 14 ft in front of the house, House No. 1 is South of center line Sta. 1680+50, stands where the cut is 9.4 ft. Both of these houses are in a poor place to leave even until their leases run out as this one cut is where the contractor will be working all winter, with heavy equipment and blasting operations so near to House No. 1, it will surely interfere with his operations.

Houses Nos. 22 and 34 will not interfere with any operations.

Very truly yours,

/s/ Carl A. Peterson

Carl A. Peterson
Resident Engineer

FORM E-30 25M 1-49 29022

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

Dear Mr. Williams:

I have just read your comment about the awarding of the contract covering the Dodson-Bonneville Section of the Columbia River Highway.

The Tyrell and McElroy properties will not be troublesome, but the Enquist one may. You know there are a lot of tenants there and we were given to understand they could have approximately sixty days and we so informed them and informed Mr. Enquist. We understood that either just before or just after you awarded the contract the contractor was to be taken over the ground with one of the engineers and someone from this office so that the particular buildings which are a bit troublesome as to location could be pointed out to the contractor and to see to what extent we could get his cooperation. I hope that can still be done. We will be ready to have someone from this office make the inspection trip with you.

Very truly yours,

J. M. DEVERS

JMD:NH

FORM E-90 2SM 6-49 32008

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1949

SUBJECT: Erick Enquist property
Dodson-Bonneville Section
Columbia River Highway
R 13608

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The Commission at its recent meeting approved and signed a contract with the Enquists for the purchase of their property on the Dodson-Bonneville Section of the Columbia River Highway.

Enclosed herewith is a copy of this agreement. As shown in paragraph 1-c of the agreement, you will notice that there are four buildings located upon the property being acquired by the State, pursuant to ground leases which terminate on various periods from March 1, 1950, to August 15, 1956. Two of these four buildings (buildings No. 1 and 12) are within the right of way needed for grading and construction of the highway. Your attention is invited to paragraph 7-b of the agreement wherein it is provided that the State shall attempt to secure permission from the contractor awarded the contract for the construction of the highway to leave buildings No. 1 and 12 upon their present locations until termination of their respective leases. The lease by which building No. 1 is located on the property expires March 1, 1950, and the lease for building No. 12 expires May 1, 1950. It will be appreciated if you will contact Peter Kewitt and Sons Company, the low bidder on this job, to determine if he can plan his work so as to permit these two buildings to remain where they are now located until the expiration of their respective leases. In the event this arrangement is not acceptable to the contractor, please advise this office immediately so that we may negotiate with the lessees of this property for the termination of their leases, and in the event negotiations are unsuccessful, that we may file a complaint to condemn their interest.

I understand the construction proposals contain a provision for awarding of the contract within a period of sixty days. The contractor should be contacted immediately to determine whether the presence of the buildings will prevent his accomplishment of his contract,

and if he is not agreeable thereto, then we must terminate these leases by negotiation or condemnation prior to awarding of the contract, within the sixty-day period.

Yours very truly,

J. M. DEVERS

By C W Enfield
C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - H. G. Smith

G-Travh 8/29/49

AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of _____, 1949, by and between ERICK ENQUIST and ANNIE ENQUIST, husband and wife, hereinafter called the "Grantors," and the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State;"

W I T N E S S E T H :

RECITALS:

1. That the Grantors are owners in fee simple of the property hereinafter described and are willing to convey said property to the State for highway right of way and park purposes.

2. That in connection with the relocation of the Bodson-Bonneville Section of the Columbia River Highway, the State has found it necessary and desirable to acquire parcel No. 1, hereinafter described, to be used as right of way for said highway.

3. In the opinion of the State it is necessary and desirable to acquire parcel No. 2, hereinafter described, for park purposes, as a wayside of the relocated Columbia River Highway and as an addition to certain properties now owned by the State for park purposes lying contiguous to said parcel No. 2.

NOW, THEREFORE, the premises being generally as set forth in the foregoing recitals, and in consideration of the representations, conditions, and covenants hereinafter contained, the Grantors and the State agree as follows:

1. a. The Grantors represent to the State that they are the owners of the fee simple title to the real property hereinafter described and that they are the owners of 16 buildings located thereon, which said buildings are shown upon a print marked "Exhibit A," attached hereto and by this reference made a part hereof, and numbered 2, 3, 4, 5, 9, 14, 15, 16, 17, 20, 28, 29, 30, 31, 32, and 33, and that said buildings are occupied by tenants pursuant to month-to-month leases.

b. The Grantors represent to the State that the buildings shown upon "Exhibit A" and marked numbers 8, 10, 11, 19, 23, 24, 25, and 26, are owned by other persons, and that said buildings are located upon the real property, hereinafter described, owned by the Grantors, pursuant to month-to-month ground leases, and that the owners of or other persons occupying said buildings, by the provisions of said ground leases, must vacate the said real property and remove the buildings therefrom upon being given thirty days' notice to so do by the Grantors.

c. The Grantors represent to the State that the buildings shown upon "Exhibit A" and marked numbers 1, 12, 22, and 34, are owned by other persons and are located upon the real property, hereinafter described, owned by the Grantors, pursuant to written ground leases which terminate as follows:

Building No. 1, March 1, 1950
Building No. 12, May 1, 1950
Building No. 22, August 26, 1950
Building No. 34, August 15, 1956

and that pursuant to the provisions of said ground leases, the owners of the said buildings, upon the termination of said leases, are obligated to remove the said buildings from the real property.

2. The Grantors shall, within thirty days from the day and year first above written, and subject to the provisions hereinafter contained, convey to the State by warranty deed the following-described real property, to-wit:

Parcel No. 1:

A parcel of land lying in Lot 1 of Section 29, Township 2 North, Range 7 East, W. M., Multnomah County, Oregon; the said parcel being all that portion of said Lot 1 of Section 29 included in a strip of land lying south of the right of way of the O. W. R. & N. Co. and Union Pacific Railway Co. as existing on August 22, 1939, and lying between said railroad right of way and a line which is parallel to and 120 feet southerly from the relocated center line of the Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1665, said Station being 688.2 feet north and 1432.8 feet west of the east quarter corner of Section 29; thence North 56° 41' 30" East 1700 feet to Station 1682, said center line crossing the west and east lines of said Lot 1 at Stations 1666+89.16 and 1681+42.3 respectively. EXCEPT that part of said strip of land lying within that tract condemned by the U. S. A. condemnation proceedings No. L-12444 in the U. S. District Court for the District of Oregon, Final Judgment recorded April 16, 1937, in Book 392, Page 412, Multnomah County Deed Records. ALSO, EXCEPT the right of way of the Columbia River Highway as existing on August 22, 1939.

The parcel of land to which this description applies contains 5.0 acres more or less.

Parcel No. 2:

A parcel of land lying in Lot 1 of Section 29, Township 2 North, Range 7 East, W. M., Multnomah County, Oregon; the said parcel being all that portion of said Lot 1 of Section 29 lying south of a line which is parallel to and 120 feet southerly of the relocated center line of the Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1665, said Station being 688.2 feet north and 1432.8 feet west of the east quarter corner of Section 29; thence North 56° 41' 30 East 1700 feet to Station 1682, said center line crossing the west and east lines of said Lot 1 at Station 1666+89.16 and Station 1681+42.3 respectively.

The parcel of land to which this description applies contains 31 acres more or less.

Said real property shall be conveyed free and clear of all liens and encumbrances, including all taxes accruing prior to July 1, 1949, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the said premises or usufruct, except as otherwise herein set forth. The Grantors agree to pay one sixth of the taxes upon said real property and improvements thereon for the year 1949-1950.

3. The Grantors shall have the right to remove from the said real property, within a period of sixty days after the day and year first above written, all or any part of said buildings 2, 3, 4, 5, 9, 14, 15, 16, 17, and 20, as shown upon "Exhibit A," and any or all fixtures contained in said buildings, and the Grantors shall have the right to remove from said real property within a period of six months, after the day and year first above written, all or any part of the said buildings numbered 28, 29, 30, 31, and 33, as shown upon "Exhibit A," and any or all fixtures contained in said buildings, and the Grantors shall retain ownership of such said buildings and fixtures so removed. All said buildings and fixtures remaining upon the said real property after the periods hereinabove set forth, within which the buildings and fixtures may be removed, shall become the property of the State, and the State shall have sole ownership and right of possession thereof.

a. The Grantors shall have the right to maintain building No. 32, as shown upon "Exhibit A," where it is now located, for a period of one year from the day and year first above written,

or until the said building is vacated by the persons now occupying the same, whichever occurs first, and the Grantors may receive rent from the lessees of said building during the said period, and upon said building No. 32 being vacated by the persons now occupying same, or upon termination of the said one-year period, whichever shall be sooner, within sixty days thereafter the Grantors shall have the right to remove said building No. 32, and fixtures contained therein, from the said real property, and the Grantors shall retain ownership of said building and fixtures if removed within the said sixty-day period; however, should said building No. 32 and fixtures not be removed from the real property within said sixty-day period, then the said building and fixtures shall become the property of the State, and the State shall have sole ownership and right of possession thereof.

4. It is understood and agreed by and between the Grantors and the State that the conveyance of the said real property by the Grantors to the State shall be made subject to the leases set forth in paragraph 1-c of this agreement.

a. Upon delivery by the Grantors to the State of a deed, as hereinafter provided, to the real property, the State shall notify the lessees of ground occupied by said buildings numbered 1, 12, and 22, that their leases shall not be extended, and that they will be expected to vacate the property and move their buildings therefrom upon termination of their respective leases. Until such time as the

said leases have terminated, the Grantors shall be entitled to receive rents from the said lessees of buildings numbered 1, 12, and 22.

5. The Grantors shall, immediately upon execution of this agreement, give thirty-days' written legal notice of termination of leases and notice to vacate the said real property to all persons occupying buildings set forth in paragraph 1-a, above, except building No. 32, and to all persons occupying ground by buildings set forth in paragraph 1-b, above, except that at the Grantors' option building No. 23, as shown upon "Exhibit A," may remain where it is now located, and may be occupied only by the persons now occupying the same, for a period not to exceed one year from the day and year first above written, and that upon the termination of said one-year period, the owner of said building shall be notified by the Grantors to immediately remove the same from the said real property.

6. The Grantors shall furnish without cost to the State a correct and up-to-date abstract of title to the said real property.

7. Upon the execution and delivery of a warranty deed to the State and the clearing of title satisfactory to the State, the State shall pay and the Grantors shall accept as full and complete payment for the real property hereinbefore described, and for all buildings remaining thereon after the perious hereinbefore set forth within which time said buildings may be removed, the sum of Forty Thousand and No/100 ($40,000.00) Dollars, subject to the following provisions and conditions:

a. Within thirty days after delivery of the said warranty deed to the State and the clearing of title satisfactory to the

State, the State shall pay to the Grantors the sum of Thirty-Nine Thousand and No/100 ($39,000.00) Dollars.

b. It is recognised that said buildings numbered 1 and 12, as shown upon "Exhibit A," are so located as to probably interfere with planned highway construction operations, and that the State's contractor, who shall construct the said highway, may desire the immediate removal of said buildings numbered 1 and 12 so as to facilitate his operations, and to provide for such contingency the Grantors and the State agree as follows:

(1) The State shall attempt to secure from the contractor awarded the contract for construction of the said highway permission to leave said buildings numbered 1 and 12 upon their present locations until the termination of their respective leases, if said buildings will not interfere with or delay the contractor's operations.

(2) The State shall retain the sum of One Thousand and No/100 ($1,000.00) Dollars, and the State is authorized by the Grantors to pay the said sum of One Thousand and No/100 ($1,000.00) Dollars, or any part thereof, in the event it is necessary to move said buildings numbered 1 and 12, so as to facilitate the said contractor's operations, either by negotiation or by exercise of

the right of eminent domain, and to terminate the ground leases by which said buildings numbered 1 and 12 are located upon the said real property.

(3) In the event said buildings numbered 1 and 12 may remain where now located upon the said real property without interfering with operations of the said contractor, or in the event it is necessary to remove either or both of said buildings from the said real property prior to the termination of the respective ground leases, and the said ground leases are acquired and terminated by the State for a sum of money less than One Thousand and No/100 ($1,000.00) Dollars, all of the said sum of One Thousand and No/100 ($1,000.00) Dollars retained by the State in excess of sums paid by the State to acquire and terminate said ground leases shall be promptly paid by the State to the Grantors.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

WITNESS:

_____

_____
Erick Enquist

_____
Annie Enquist

Grantors

CWE:avh 8/29/49

ATTEST:

_____
Secretary

APPROVED:

_____
State Highway Engineer

APPROVED:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By_____
As Chairman

By_____
As Commissioner

By_____
As Commissioner

State

CWE:avh
8/29/49

Old ℄

SP. CH. 92.03'
S. 56° 45½' W.

CH. 140.53'
S. 60° 02' W.

SP. CH. 146.07'
S. 63° 41' 10" W.

53.60'
N. 64° 30½' E.

SP. CH. 112.27'
S. 64° 01½' W.

CH. 153.12'
S. 61° 29' 30" W.

SP. CH. 112.27'
S. 58° 57' 40" W.

53.86

66.26

140.75

N. 1° 48' 20" W.

1670

FM

N. 5

1454.17'

14 12 11 10 9 15 16 17 20 19 24 25 26 22 23 28

BONNEVILLA

Erick Enquist

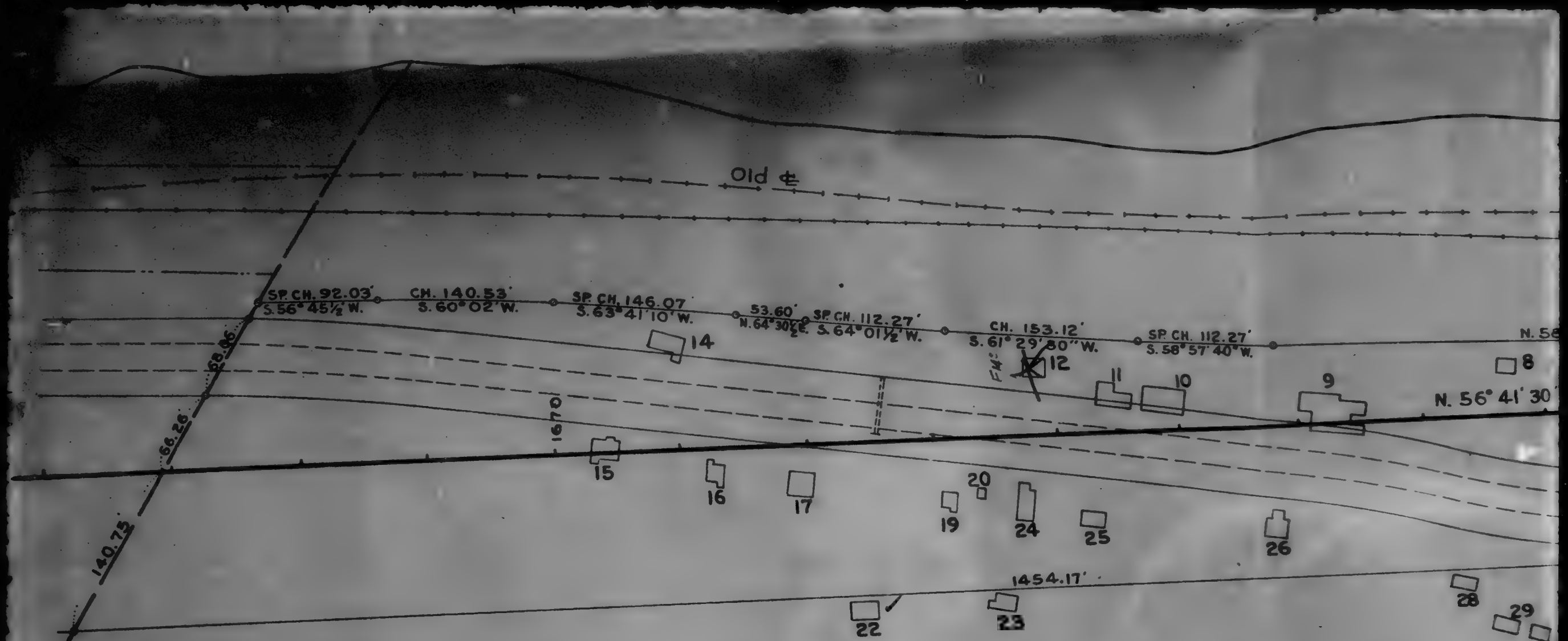
Old ℄

53.60'
N. 64° 30½' E.
SP. CH. 112.27'
S. 64° 01½' W.
CH. 153.12'
S. 61° 29' 30" W.
SP. CH. 112.27'
S. 58° 57' 40" W.
N. 58° 28' 30" E., 595.34'
N. 56° 41' 30" E.
1680
195.5'
234.94'
279.93'
1454.17'
N. 2° 10' 10" W.
Fd. Stake Mkd. Approx. Y/16 Cor.
W.C. Stone
SEC. 29
SEC. 28

12 11 10 9 8 4 5 3 2 1 20 17 19 24 25 26 22 23 28 29 30 31 32 33 34

BONNEVILLA

Erick Enquist



BONNEVILLA

Erick Enquist

Old ℄

53.60'
N. 64° 30½' E.
SP. CH. 112.27'
S. 64° 01½' W.
CH. 153.12'
S. 61° 29' 30" W.
SP. CH. 112.27'
S. 58° 57' 40" W.
N. 58° 28' 30" E., 595.34'
N. 56° 41' 30" E.
1680
195.5'
234.94'
279.93'
1454.17'

14 16 17 19 20 24 25 26 22 23 12 11 10 9 8 4 5 3 2 28 29 30 31 32 33 34

BONNEVILLA

Erick Enquist

SEC. 29

SEC. 28

N. 2° 10' 10" W.

Fd. Stake Mkd. Approx. 1/16 Cor.

W.C. Stone

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OCT 18 1949
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

71-248(15)
3238

October 14, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comments and suggestions concerning the structures on the Dodson - Bonneville Section of the Columbia River Highway, Oregon Project No. FI-248(15), were recently received from our Washington Office. They have been discussed with Mr. Merchant of your bridge department and the tentative agreements for corrective action indicated below arrived at. This letter is to confirm those agreements which were arrived at during the conference between Mr. Merchant and Mr. Goodall at Salem, October 11, 1949.

"Widening of McCord Creek Bridge.

With reference to joining detail of new and old concrete deck shown in "Roadway Section" Drawing No. 8085, the question is raised as to grade and surface condition of existing concrete deck. Unless the existing roadway surface is true to grade with no appreciable undulations and uneven spots it is considered advisable to provide a surface course over entire completed roadway section in order to obtain a smooth riding surface. This would also improve the appearance of the completed structure as seen from the roadway. Curb heights should be adjusted accordingly."

The "Surfacing Details" shown on Drawing No. 8084 satisfactorily cover this suggestion and no further action is required.

"Moffet Creek Bridge.

End spans 1 and 5 are designed as simply supported spans but in accordance with the plans are to be constructed integral with bents 1 and 2, and 5 and 6, respectively. It is suggested that this condition be corrected by providing reinforcement in accordance with frame design principles or else free the ends of these spans.

Similarly, all cross beams at bents are in effect rigid frames with columns, transverse to the deck, and are not so designed. It is suggested that proper negative reinforcement be provided at corners of these beams at outside columns and also over intermediate supports where there are more than two columns in the bent.

Copy with enclosure
sent to Paxson.

NOTED
W. C. WILLIAMS

We have analyzed the frame stresses in Bent 4 and advise that the following modifications in reinforcement are necessary to satisfy frame requirements for this bent.

Add three 1-1/4" square bars at each corner. Bars to be bent on a radius with vertical leg extending bond distance in outer face of column and horizontal leg in top of the beam extending bond distance beyond the inside edge of the 5' 8-3/4" depth of column.

Use eight 1-1/4" square bars in bottom of beam in lieu of the present seven 1-1/8" square bars."

Providing a hinge in each column at bents 1 and 6 is considered desirable and was agreed upon. In connection with this subject our Washington Office has previously questioned the standard hinge detail used by your department, and have recommended adoption of a hinge detail similar to those attached. We recognize that the design of a suitable column hinge is largely a matter of judgment, however, the column hinges used by most bridge departments are of the type shown on the attached drawings. The additional cost of these details over the standard Oregon detail is trifling. The attached representative samples of approved hinge details are furnished for your consideration. In this connection also, bulletin ST 28 published by the Portland Cement Association, entitled "Hinges for Rigid Frame Concrete Bridges" gives some valuable suggestions and typical designs for column hinges.

Providing negative moment reinforcing steel at the outside corners of the rigid frame bents, and the addition of more positive moment steel in the cross beam of bents 3 and 4 was discussed and agreed upon.

"Tanner Creek Bridge.

A similar design condition exists here as in the Moffet Creek structure and it is accordingly suggested that appropriate reinforcement be provided in keeping with the integral or frame construction. This applies to end spans and cross beams of all bents.

With reference to suspended span connection shown on Drawing No. 8285 it appears there is a 1" play in the horizontal direction at the pins connecting the suspender link. Since no keeper is provided to check sidewise movement of the suspended span the 1" tolerance seems to be entirely too much. A quarter inch tolerance, 1/8" each side, should be ample. It is believed a keeper should be provided in any event.

The 3/4" opening for the joint between spans appears to be impracticable and it is suggested the opening be increased to 1-1/4". In either case it is believed advisable to armor the edges of the floor at the open joint as a safeguard against spalling of the concrete. This will also serve to stiffen the edge of the cantilevered slab sections.

We note the hangers and pins are composed of corrosion-resistant steel whereas the brackets are structural steel. Since the assembly will be inaccessible for painting and maintenance after construction, it is suggested that consideration be given to using a suitable corrosion-resistant steel for the brackets. It may be feasible to make access provision to the pockets for maintenance.

In view of the heavy overburden that will exist at Bent 6 after the high embankment is placed extra precaution should be exercised to secure a stable foundation for the bent footings. In connection with this we call attention to the lack of detailed information in regard to foundation materials for this structure as well as for the other structures on the project. Attention has been called to the general omission of subsurface exploration data on other Oregon submissions in the past and we cannot overemphasize the importance in review work of having such data at hand.

We do not believe a visual examination of the surface is sufficient evidence to determine subsoil conditions as floods and slides may deposit gravel, boulders, and sand over material too soft to sustain structural loads. Hence, we believe that sufficient deep borings should be made to determine what lies beneath the surface."

The end bent columns are to be hinged, and suitable negative moment reinforcing steel provided at the corners of the bents as discussed and agreed upon.

It appears that the clearance provided for the suspended span hangers is excessive and if further study confirms this, the detail is to be revised. Similarly the use of corrosion resisting steel for the angle brackets supporting the suspended span is desirable. However, it may be difficult to procure the small amount of steel required in low alloy, Myari R, or Carr Ten steel. It was agreed that your department would determine the availability of these materials, and if corrosion resisting steel could be procured without delaying the job, require its use. If it is not available however, then it was felt that use of A-7 structural carbon steel would be satisfactory.

The 3/4 inch joint between the cantilever ends and the suspended span may be increased at the discretion of your department. Use of an armored joint, however, is a moot question, and we do not insist on this point.

We understand that Mr. Paxson is in entire agreement with us regarding the necessity for adequate foundation exploration work prior to design. Unfortunately, however, this data seldom appears on the plans or is it furnished the Bureau of Public Roads by supplemental letter or otherwise. This leaves our bridge engineers charged with the review and approval of Oregon Federal Aid Projects without proper information of the foundation conditions. In view of the recent strong stand taken in this matter by our Washington Office (see my letter to you dated September 1, 1949) we must insist that the results of your department's exploratory work be furnished us as a basis for approving all future bridge projects.

"Bonneville Under-crossing

With reference to "Typical Section" Drawing No. 8574, we cannot understand why the bottom layer of reinforcement in deck of the small rigid frame is placed in a plane parallel to the top of deck rather than continue along the curved intrados. The advantage the steel will have in the latter position is obvious and it is accordingly suggested that the steel in question be moved down to this position. It is also suggested that nominal stirrups be used in the frame section which comprises both legs and deck."

While the design of the Bonneville Under-crossing is structurally satisfactory, it would be desirable and is good practice to arrange the slab steel as close to the top and bottom of the deck as proper concrete protective coverings will allow. In this instance it was agreed to revise the plan to follow the above suggestion. Concerning the addition of stirrups, this is seldom done in rigid frame slab bridges unless computed unit shear stresses require it. It was agreed that investigation of the actual unit shear stresses would be made, and if satisfactory, we will not insist on the use of stirrups.

It should be noted that several of the above quoted comments and suggestions are applicable to and should be considered for all bridge projects, including these immediately under discussion and future work. Those of particular importance and universal application are:

(1) Making thorough foundation investigations and furnishing the results of these investigations to the Bureau of Public Roads.

(2) Consistent application of the theory of continuity to all elements of reinforced concrete structures.

Under the circumstances we have no alternative except compliance with the wishes of our higher offices, and will expect new work submitted by your department to reflect the general comments contained herein. For this project please furnish us six sets of the revised drawings when they are available.

Very truly yours,

T. M. DAVIS
District Engineer

Encl.

RECEIVED
OCT 17 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

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OCT 11 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

71-2486
3238

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 7, 1949

File 13317 Dodson-Bonneville
Section, Columbia River Highway

Peter Kiewit Sons Company

Longview

Washington

NOTED
W. C. WILLIAMS

ATTENTION: Mr. Ivan Breunsbach

Dear Mr. Breunsbach:

This is to confirm our conversation of this afternoon in which we agreed to sell you the house and garage on the Dodson-Bonneville Section of the Columbia River Highway, the house being located just East of Moffet Creek and between Engineer's Stations 640 and 642 and being on the Southerly side of the right of way. These buildings are being sold to you with possession to be had by yourself at once, you to mail us a check for $400.00, and at or before the completion of the contract for this section of the highway, it is understood and agreed by yourself and this Department that you will remove these buildings from the limits of the right of way.

Very truly yours,

J. M. DEVERS

By

C. W. PARKER
Property Manager

CWP:cw
cc: W.C. Williams
A.G. Skelton

RECEIVED
OCT 6 1949
FOR FILING

71-248 (15)
3238

Salem, Oregon
October 5, 1949

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4644 Sellwood Station
Portland 2, Oregon

Dear Sir:

In order that there be no delay in the relocation of the Pacific Telephone and Telegraph Company's cable line along the Dodson-Bonneville Section, I am enclosing herewith a letter addressed to the Telephone Company which you will please deliver to them immediately upon the awarding of a contract for the improvement work to the Peter Kiewit Sons' Company. It is believed that if you deliver this letter personally and point out to them the necessity of early action, delays may be avoided. In no event will you deliver the letter until the contract has been awarded.

The attached letter is undated. You will please fill in the date when you deliver it.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi
Encl.

The Pacific Telephone & Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Gentlemen:

This letter is your authority to make such rearrangements in the Pacific Telephone and Telegraph Company's cable lines as are necessary to permit reconstruction of the Dodson-Bonneville Section of the Columbia River Highway at the following listed stations: Station 1535+70, 1613+60 and 1713+45.

Your estimated cost for this work is $5,000 and, upon completion of the work, you will please bill the State for the actual cost of the work.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PCW:HA
cc Mr. A. G. Skelton

ASSIGNMENT No. 4238

ON: Letter re: Re-establishing Pac. Tel & Tel Co. cable line - Dodson-Bonneville Project - Dated 9/26/49

DATE: 9/30/49 ASSIGNED TO: Smith

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____

☐ Do we have estimate from Pac. Tel. & Tel. Co.? If not, please obtain.

REPORT RECEIVED: 10-3-49

REMARKS: estimate attached
EAD.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-20 2SM 1-49 23089

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 28, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT: Re-establishing Pacific Telephone & Telegraph Company Cable Line - Dodson-Bonneville Project

To: Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In connection with the Dodson-Bonneville Project it will be necessary to re-establish certain sections of the Pacific Telephone and Telegraph Company's cable line. Part of the reconstruction is over land owned or controlled by the company and at these points the state is obligated to reimburse the company for costs involved in re-establishing the cable. The three locations are as follows: Station 1585+70, 1613+60 and 1713+45 and are indicated on a map submitted to Salem with the field estimate, a copy of which has been furnished the telephone company.

When the contract is awarded it is suggested that you notify the telephone company to that effect and request them to proceed with the reconstruction work when requested to do so by this office and advise them that the state will reimburse them for costs of reconstruction at the points above mentioned.

Very truly yours,

F. T. YOUNG
Assistant Division Engineer

FTY:rl

cc: Mr. Carl Peterson

RECEIVED
W. C. WILLIAMS

2-3-2-

FORM E-90 20M 1-49 20023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 9, 1949

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached is a letter from The Pacific Telephone and Telegraph Company, wherein they set forth the estimated cost for re-establishing their facilities throughout the Dodson-Bonneville section of the Columbia River Highway.

Their estimated cost for this work is $5,000.00, which amount should be set up in the project authorization.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.

copy to Oneil

Copy to Peterson
8-1-49
Law

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, July 29, 1949

Oregon State Highway Department
9200 S. E. McLoughlin
Portland, Oregon

Gentlemen:

This letter has reference to anticipated rearrangement work in cables of The Pacific Telephone and Telegraph Company due to proposed Highway operations along the Upper Columbia River in the vicinity of Bonneville, and is in accordance with conversations between Highway and Telephone Company Engineers on this subject.

At the following locations on the Columbia River Highway, we are listing the Right-of-way easements covering our cables and the estimate of the cost involved to make the necessary rearrangements in our plant incident to proposed new highway construction.

At new Highway Station #1613+75 our cable is to be lowered for a distance of 100 feet. Our R/W file #381 R/W obtained from Harriet N. Lockwood, recorded in Book #436, Page #69, Multnomah County.

Between new Highway Station #1710+00 and a point approximately 140 feet south from new Highway Station #1716+00, it is planned to re-route the existing Toll and Exchange cables. This operation will include lowering our cables east from the new Highway Station #1710+00 for a distance of 100 feet and burying new cables from this point east for a distance of 500 feet on the R/W of the O.W.R.R.&N. Co., thence southeast for a distance of 300 feet. This latter section of cable work is dependent upon grading operations preformed by the State Highway Department to eliminate rough ground. For the above involvements, our R/W easements are as follows:

Our File #108 - State of Oregon Fish Comm.	Book 64	Page 48
" " #395 - Noyes, E. and Violet Tyrrell	Book 468	Page 578
" " #104 - Hazel A. Potter	Book 56	Page 477
" " #103 - Richard W. Montague	Book 56	Page 475

Our work in the immediate vicinity of the old town of Bonneville will involve considerable cable rearrangements and testing operations necessary when cutting and rerouting working cables. We have estimated that the work as outlined in this letter will cost approximately $5,000. A marked map is attached.

Yours very truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

O. C. HOFF
GENERAL PLANT ENGINEER

OCHoff

GENERAL PLANT ENGINEER

EBE:eo
Attach.

RECEIVED
OCT 6 1949
FOR FILING

71-2148(15)
3238

Salem, Oregon
October 5, 1949

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4644 Sellwood Station
Portland 2, Oregon

Dear Sir:

I enclose herewith a file pertaining to the Erick Enquist property on the Dodson-Bonneville Section. Will you please arrange to go over the project with the representative of the Peter Kiewit Sons' Company and determine if it will be possible to leave buildings Nos. 1 and 12 in their existing positions until the dates of March 1 and May 1, respectively. Also, look over the locations of the other buildings, particularly Nos. 22 and 34, to determine if they will interfere with the contractor's operation if left in the existing positions.

We are hopeful of securing authority to award this contract within the next two weeks or so, so we will appreciate your expediting this matter.

Please return the entire file I attach hereto with your report.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:Li

RECEIVED
FOR FILING

FI-2-48(15)

3238

October 4, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In your letter of September 8, approving the P. S. & E. documents for the Dodson-Sommerville Project, FI-2-48 (15), you conditioned your approval on our making an investigation of the possibility of reducing the size of the proposed 10 x 8 box culvert at Station 1460+50.

Our investigation is now completed and it is found that the drainage requirement at Station 1460+50 can be satisfied by a 6 x 6 culvert. Accordingly, our field engineers are being instructed to arrange for the construction at this point of a 6 x 6 reinforced concrete box culvert in substitution for the 10 x 8 culvert called for by the bid plans.

It is our understanding that this substitution can be made as a "minor change during construction" without further action.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP/gs

cc to H. G. Smith
A. G. Hamlton

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1949

SUBJECT: Culvert at Station 1480+50
on Dodson-Bonneville Section

To:

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Mr. Ricketts has inspected this site and concurs in Mr. Skelton's opinion that a 60-inch metal pipe would be ample to carry the drainage. If it is not thought advisable to use metal pipe on this project, I would recommend that the culvert size be reduced to a 6' x 6'.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc S. N. Probert

FORM E-30X 15M 8-49 31806

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 20, 1949

SUBJECT: Drainage Requirements on Dodson-Bonneville Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of September 15th Mr. S. H. Probert wrote advising that the Bureau of Public Roads had requested the drainage requirements at Station 1480+50 on the Dodson-Bonneville section be investigated with the view to reducing the size of the proposed 10'X8' box culvert to 8'X6' or 6'X6'. He requested that this matter be investigated and he be advised of our findings.

Mr. Peterson, Mr. Strohmeyer and myself went over this section yesterday and made an investigation of the culverts in this area. Our culvert on the old highway is the same size as that recommended for the new or a 10'X8'. Our new line is some distance below the old highway at this point. Immediately below our new alignment, the railroad has a 36" pipe through their fill. However on the south side of the track they do have a channel that overflow water could use to get to what we list as Slide Creek at Station 1491+72. This is ordinarily known as Tumult Creek, which is the source of the water that breaks into the other openings both east and west of this point. Most of the openings in this area are larger than would normally be needed to take care of a condition where Tumult Creek breaks out of its normal channel.

We are of the opinion that the 10'X8' box culvert could be eliminated wighout great danger, and would recommend it be replaced with a 60 inch metal pipe.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: S. H. Probert
G. S. Paxson
C. A. Peterson

Salem, Oregon
September 15, 1949

Mr. A. G. Shelton
Division Highway Engineer
Box 4644, Sellwood Station
Portland 2, Oregon

Dear Sir:

The B. P. R. requests that drainage requirements at Station 1480+50 of the Dodson-Sunnyville Section be investigated with the view of reducing the size of the proposed box culvert from 10 x 8 to 8 x 6 or 6 x 6.

Please make such investigation and advise of your findings.

The B. P. R. is being guided, we think, by the sizes of other structures in the same stream.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

cc to H. C. Smith
C. S. Paxson

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

September 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Probert
By Asst. Chief Engineer

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-248(15), Dodson-Bonneville Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authority to advertise is subject to the condition that the possibility of reducing the 10 x 8 box culvert at Station 1480+50 to an 8 x 6 or 6 x 6 will be investigated and reported upon prior to beginning construction.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been obtained.

Approval of any work which the railroad may perform and reimbursement of the railroad for flagmen, etc. will be subject to the conditions set forth in G.A.M. No. 299.

Please submit copies of the railroad easement at the earliest possible date.

We have corrected page 1 of the proposal for the Moffett Creek Bridge to show another 39' span. Please correct your copies.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED

September 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.A E. documents for Oregon Project No. FI-248(15), Dodson-Bonneville Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authority to advertise is subject to the condition that the possibility of reducing the 10 x 8 box culvert at Station 1480+50 to an 8 x 6 or 6 x 6 will be investigated and reported upon prior to beginning construction.

Concurrence in award will be withheld pending receipt of advise that all right-of-way or rights-of-entry have been obtained.

Approval of any work which the railroad may perform and reimbursement of the railroad for flagmen, etc. will be subject to the conditions set forth in S.A.M. No. 299.

Please submit copies of the railroad easement at the earliest possible date.

We have corrected page 1 of the proposal for the Moffett Creek Bridge to show another 39' span. Please correct your copies.

Very truly yours,

T. H. DAVIS
District Engineer

September 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.R.A E. documents for Oregon Project No. FI-2(8(15), Dodson-Bonneville Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authority to advertise is subject to the condition that the possibility of reducing the 10 x 8 box culvert at Station 1480+50 to an 8 x 6 or 6 x 6 will be investigated and reported upon prior to beginning construction.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been obtained.

Approval of any work which the railroad may perform and reimbursement of the railroad for flagmen, etc. will be subject to the conditions set forth in C.A.M. No. 299.

Please submit copies of the railroad easement at the earliest possible date.

We have corrected page 1 of the proposal for the Moffett Creek Bridge to show another 39' span. Please correct your copies.

Very truly yours,

T. H. DAVIS
District Engineer

RECEIVED
OCT 3 1949
FOR FILING

for: Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

71-248-(6)
3288

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

J. WM. JOHNSON
GENERAL PLANT MANAGER

OREGON AREA
509 S. W. OAK STREET
TELEPHONE ATWATER 6261

PORTLAND 4, September 26, 1949

Union Pacific Railroad Company
Department of Operation
851 Pittock Block
Portland 5, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. L. W. Althof, Resident Engineer

Gentlemen:

This has reference to your letter of September 9, 1949, your file #585, from Mr. Althof, advising us of negotiations between The Oregon State Highway Commission and your Company for several easements on your right-of-way between Dodson and Bonneville for proposed use in improving the upper Columbia River Highway.

We have been negotiating with the Highway Department in connection with protecting our plant from their proposed grading operations, and are aware of their proposed encroachments on railroad properties.

We appreciate your courtesy in calling this matter to our attention.

Yours very truly,

GENERAL PLANT MANAGER

cc: Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

FOR FILING

FORM 3010
7-44-3M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

PORTLAND, 5, OREGON

September 9, 1949

585

Mr. J. Wm. Johnson,
General Plant Manager,
Pacific Telephone & Telegraph Co.,
519 S. W. Oak Street,
Portland, Oregon.

(CC - Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Mr. D. J. Callahan - Portland)

Dear Sir:

Referring to easement agreement dated December 31, 1938 covering your telephone cable on our right of way between Troutdale and Lindsey, Oregon, and subsequent supplemental agreements and extensions, and referring to Exhibits 8, 10 and 11 thereof.

We are negotiating with the Oregon State Highway Commission for various easements between Dodson and Bonneville, and in connection therewith I call your attention to the following:

Exhibit 8. The State has asked for additional width of encroachment at the crossing easterly of McCord Creek.

Exhibit 10. The State has asked for encroachments extending to 25 ft. from the center line of track, in general, and between Railroad Stations 2023 and 2032+25.

Exhibit 11. Referring to encroachment east of Tanner Creek. The State proposes to take 15 ft. in width from the southerly right of way line and extending westerly 175 ft. from the roadway entering Bonneville Reservation.

Referring to the other encroachment shown on this exhibit, beginning at the westerly line of Section 28 to

Mr. J. Wm. Johnsen - 2

the railroad property line westerly of Tanner Creek. The State is proposing to purchase all of this property southerly of a line 50 ft. from the railroad.

I assume this matter has already been brought to your attention, but I am writing this letter in case it has not.

Yours truly,

L. W. Althof.

RECEIVED
SEP 12 1
DIRECTOR
STATE HIGHWAY

RECEIVED
OCT 31 1949
FOR FILING

FORM E-30 2M 6-49 32002

71-248(5)

2-a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

O F F I C E

Dear Mr. Williams:

Herein is a report of the status of the right of way acquisitions on the Dodson-Bonneville Section of the Columbia River Highway.

All parcels have been optioned with the following exceptions:

File 15263 - McElroy. Mayhew again contacted McElroy but was unable to effect a settlement. Condemnation has been filed.

File 13608 - Enquist. Enquist has signed a contract for sale of the land and it is on the agenda for presentation to the Commission, and for their execution.

File 13610 - Tyrell. Condemnation has been filed.

File 13611 - Meyer. Meyer has filed a suit for specific performance. Mr. Devers advises that we need not be concerned about this now as we can try the case as well after a contract has been let as before. Meyer had signed an option prior to the occurrence of a fire which destroyed some of the buildings.

File 13650 - U. S. Government. Descriptions for easements are being prepared for revised entry to the Fish Hatchery property. The Fish Commission is involved, inasmuch as a fish pond on Government land will be partially filled when the grade is built; however, agreement has been reached to extend the pond westerly. Agreement for execution of the easement has been reached, however, some time may pass before all signatures can be obtained, the Army Engineers will be asked to furnish us with a permit of entry if necessary.

OREGON STATE HIGHWAY

File 7455 - Union Pacific Railroad. Agreement has been reached in all particulars in this matter and the only further action necessary is the signatures on the easements by the railroad officials, which will take some time.

Very truly yours,

J. M. DEVERS

By J. D. Walker

J. D. WALKER
Assistant Right of Way Engineer

JDW:ma

RECEIVED
DEC 21 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 16, 1949

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Dear Mr. Althof:

This letter is written to request a modification of our request for the use and purchase of certain railroad properties in the vicinity of Bonneville, Oregon, for the construction of the revised Columbia River Highway.

It has been called to my attention by our Division Engineer, Mr. A. C. Skelton, that there is an error in the description covering the tract listed as Item 9, in Mr. DeSouza's letter to you dated August 30, 1949.

Mr. Skelton states that an attempt had been made to correct the description but it appeared that a field survey would be necessary. This would entail a delay which would seriously affect our construction plans, therefore, I would like to request that this item be removed from our request and if it is deemed necessary special application will be made at a later date.

Very truly yours,

J. M. DEVERS

By Forrest Cooper

FORREST COOPER
Right of Way Engineer

FC/ma

cc - W. C. Williams
H. G. Smith
S. M. Probert

CLASS OF SERVICE

This is a full-rate Telegram or Cable-gram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED SEP 14 1949 FOR FILING

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1220

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

(25)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

71-248 (15)

PRA207 LONG DH DM=SANFRANCISCO CALIF 15= SEP

=W C WILLIAMS=

1175W OREGON STATE HWY

YM 9. ESTIMATED COST PATROLLING LINE 8 HRS PER DAY TO PROTECT RR AND WU FACS DODSON- BONNEVILLE BASED ON BLASTING WORK BEING HANDLED AS FAVORABLY AS ON ORE CITY-NEW ERA JOB WAS GIVEN UNION PAC AUG 26 FOR CONCURRENCE AND FURTHER HANDLING WITH STATE. RR NOW ADVS THERE IS SOME QUESTION RE OVERTIME WORKS. THEY ARE HANDLING ESTIMATE UNTIL IT IS SETTLED=

C P NORTON W U TEL CO=

Copy made for A. D. Skelton

NOTED
W. C. WILLIAMS

=9 8 26=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
SEP 11 1949
FOR FILING
FORM S-30 2M 1-49 20023

NOTE -
W. C. WILLIAMS

7-1-248(15)
3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1949

To: Mr. H. B. Glaisyer
Secretary

SUBJECT: Erick Enquist property
Dodson-Bonneville Section
Columbia River Highway

Dear Mr. Glaisyer:

Enclosed herewith are the original and three copies of an agreement of sale and purchase between the Commission and Erick and Annie Enquist for the purchase of property on the Dodson-Bonneville Section of the Columbia River Highway.

This agreement has been informally approved by the Chairman of the Commission and has been executed by Erick and Annie Enquist.

We will appreciate your placing this matter on the agenda for the meeting of the Commission on September 19 for formal approval of the agreement and for the signing thereof.

Very truly yours,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:NH

Enc.

cc - W. C. Williams

RECEIVED
SEP 14 1949
FOR FILING
C
O
Y

71-2148(15)

3238

UNION PACIFIC RAILROAD COMPANY

Portland 5, Oregon
September 9, 1949
585

Original signed
L. W. Althof

Mr. J. Wm. Johnson
General Plant Manager
Pacific Telephone & Telegraph Co.
519 S. W. Oak Street
Portland, Oregon

(CC - Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Mr. D. J. Callahan - Portland)

Dear Sir:

Referring to easement agreement dated December 31, 1938 covering your telephone cable on our right of way between Troutdale and Lindsey, Oregon, and subsequent supplemental agreements and extensions, and referring to Exhibits 8, 10 and 11 thereof.

We are negotiating with the Oregon State Highway Commission for various easements between Dodson and Bonneville, and in connection therewith I call your attention to the following:

Exhibit 8. The State has asked for additional width of encroachment at the crossing easterly of McCord Creek.

Exhibit 10. The State has asked for encroachments extending to 25 ft. from the center line of track, in general, and between Railroad Stations 2023 and 2032/25.

Exhibit 11. Referring to encroachment east of Tanner Creek. The State proposes to take 15 ft. in width from the southerly right of way line and extending westerly 175 ft. from the roadway entering Bonneville Reservation.

Referring to the other encroachment shown on this exhibit, beginning at the westerly line of Section 28 to the railroad property line westerly of Tanner Creek. The State is proposing to purchase all of this property southerly of a line 50 ft. from the railroad.

I assume this matter has already been brought to your attention, but I am writing this letter in case it has not.

Yours truly,

(sgd) L. W. Althof

L. W. Althof

RECEIVED
SEP 13 1949
FOR FILING

21-248(15)
3238

File

September 9, 1949

Mr. L. W. Althof
Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of September 8 relative to operations of the State's contractor on the Dodson-Bonneville Section of the Columbia River Highway.

It is rather difficult to answer all of your questions intelligently, as we cannot, or at least do not, attempt to tell the contractors exactly where and how they shall conduct their operations. We do, of course, insert positive instructions in our specifications that will require protection of the Union Pacific Railroad Company and the Telegraph Company during construction operations. As to the hours of work, or on what portions to work, that is left to the contractor's discretion. I will give you the best estimate possible, however, which is as follows:

1. What hours will the contractor work: In a job of this nature the usual custom is to work two eight-hour shifts daily, such working time usually being from approximately 4:00 A. M. to 8:00 P. M.

2. Will he work simultaneously at critical points affecting the Railroad: There are only two really critical points, these being at McCord Creek and west of Tanner Creek. It is believed the contractor will probably work each section separately and will not be working simultaneously at the critical points.

3. Length of time anticipated to complete work affecting the Railroad: There are approximately 220,000 cubic yards of material to be removed from large cuts adjacent to the railroad, and it is believed that an estimate of 2,000 cubic yards per day would be reasonably close to expect progress. On this basis, it requires some 110 working days, or an elapsed time of four to five months.

If I can give you any more information, I will be pleased to do so at your request.

Very truly yours,

R. H. Baldock
State Highway Engineer

Mr. J. M. Devaney
cc Mr. H. G. Smith
Mr. A. G. Skelton
Mr. W. C. Williams
Assistant State Highway Engineer

FORM 3010
2-48-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

September 8, 1949

585

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
W. C. WILLIAMS

(CC - Mr. J. M. Devers,
Chief Counsel,
Oregon State Highway Commission,
Salem, Oregon.)

Dear Sir:

In order to permit preparation of estimate of cost of work to be done by the Railroad and the Telegraph Company in connection with the construction of the Dodson-Bonneville Section of the Columbia River Highway, it is necessary that we know something about how your contractor will operate, viz., what hours he will work, whether he will work simultaneously at the major points where we are affected, length of time you anticipate it will take to complete the work where we are affected, etc.

In order that we may progress this matter as rapidly as possible, will you please consider and advise me in the premises.

Yours truly,

L. W. Althof.

RECEIVED
STATE

RECEIVED
SEP 1 1 1940
FOR FILING

71-48(15)

1328

Tile

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 9, 1940

MR. C. P. NORTON
DIVISION PLANT SUPERINTENDENT
WESTERN UNION TELEGRAPH COMPANY
49 GEARY STREET
SAN FRANCISCO, CALIFORNIA

WILL APPRECIATE YOUR FURNISHING BY RETURN WIRE ESTIMATED COST REARRANGING WESTERN UNION FACILITIES TO PERMIT CONSTRUCTION DODSON-BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

Copy sent to Mr. Skelton

RECEIVED
SEP 12 1949
FOR FILING

71-248(15)
3238

File

September 8, 1949

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

In line with our recent conversations by telephone, relating to the Dodson-Bonneville highway reconstruction project, our special provision relating to the "Contractor's Obligation In Handling Work To Assure Safe Operation of Traffic" (Sheets 41 and 42), have been revised.

For your information in this regard, copies of the revised sheets are being sent herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HHP/ge

Encl.

RECEIVED
SEP 15 1949
FOR FILING
FORM E-90 REV 1-49 20M23
71-248(15)
3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1949

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

I have received a letter from Mr. Althof, Resident Engineer for the Union Pacific Railroad Company, in which he quoted a telegram which was sent to you under date of September 6 concerning blasting operations in connection with the reconstruction of the highway between Dodson and Bonneville.

Receipt of such message or warning imposes on the Department an unusual obligation and suggests that everything possible be done to avoid accident or hazard along the railroad.

Very truly yours,

J. M. DEVERS

JMD:NH

REFERRED TO
Williams
By Chief Engineer
Please see me
re this.

CLASS OF SERVICE

This is a full-rate Telegram or Cable-gram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED SEP 7 1949 FOR FILING

WESTERN UNION

1920

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

(52)

PRA051 LONG CAK=PI PORTLAND ORG 6 913A=

R H BALDOCK=

SEP 6 AM 10 04

STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY COMM

YOUR LETTER SECOND, LAST PARAGRAPH PAGE 41 SPECIAL PROVISIONS DODSON-BONNEVILLE, CLOSING TRAFFIC 1 AM TO 7 AM FACILITATE SHOOTING AND CLEANUP. IT IS BETWEEN THESE HOURS NO SHOOTING OR OTHER WORK ENDANGERING OR INTERFERING OUR OPERATIONS SHOULD BE PERMITTED. BESPEAK CONDISDERATION THESE PROVISIONS CONTEMPLATE SHOOTING, ETC BETWEEN 10 AM AFTER OUR EASTBOUND TRAIN 12 HAS PASSED ON TIME AND 230 PM WHICH IS PRIOR TO PASSAGE OUR WESTBOUND PASSENGER TRAIN 11. ADVISE QUICKLY=

L W ALTHOF UPRR CO=

71-248(15)
3238

10:0. A.M.
2:30 P.M

NOTED
H.G.SMITH

41 1 AM 7 AM 10 AM 12 230 P 11=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING
74-248(15)
3238

September 2, 1949

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

The following is in reply to your letter of August 31, concerning plans and specifications for the Deason-Somerville, grading and surfacing project.

1. We realize that the small factors used in the excavations mentioned in your letter are too low and that there is to be a large excess of excavation materials. This condition is unavoidable, however, due to proximity to the railroad and to other controlling factors. To insure the best and most economical use and distribution of the excess materials, we will have a new mass diagram prepared using small and shrinkage factors better suited to the materials involved. There are a number of places where excess materials can be used to very good advantage.

2. As suggested, we will endeavor on future projects to have roadbed widths figured to provide for full 3:1 slopes at the outside edges of rock shoulders and surfacings.

3. Plans and specifications are being changed to provide sectional plate arch-type culverts for waterways under the service road, in lieu of the log bridges originally called for.

4. Construction of the service road, Stations 1492 to 1496, is required by the terms of the restricted access agreement with property owners.

5. Specifications are being revised to require the leaving of a fringe of trees and shrubs between the main highway and the service road wherever possible.

6. Investigation will be made of the waterway requirements at Station 1460+50 and if the 10' x 8' culvert called for by the plans is unnecessarily large, a smaller size will be constructed.

7. The Bonneville post office is to be moved away from the highway within the next year, so the making of any special provision for traffic at the entrance to that office is unnecessary.

8. The bituminous treatment in ditches between Stations 1660 and 1700 is to be about the equivalent of our standard O-9 oil mat wearing surface. Unusual seepage in the railroad cut below the highway at this point makes it necessary to avoid increasing the seepage with water that might escape from an unlined highway cut ditch. Oiling of the shoulders does not appear to be necessary and would add considerably to the expense.

9. As a protection to traffic at the west end of the Tanner Creek Bridge, the fill at that point will be widened with excess materials available nearby.

We trust that the foregoing will clear up satisfactorily the several matters mentioned in your letter.

Plans, specifications and estimates revised to conform with the above are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/ga

cc to W. C. Williams
A. G. Skelton

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

August 31, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A preliminary review of the plans for the Dodson-Bonneville Section, together with a plans-in-hand field inspection indicate a few discrepancies that should be cleared up before award of contract. The main points we desire additional information for are:

1. Plans show too small a swell factor on rock excavation. The 20,000 - 25,000 yd. cut Station 1725 - 1730 is a columnar basalt which will swell 30% to 40%, the plans show a 1 for 1 balance. Excavation material, Station 1725 back to 1660 is a mixture of cemented gravel, boulders, and ledge rock, with probably a 15% swell, however, the plans show a 1 for 1 balance and in addition, show 36,197 cu. yds. of waste, Station 1570 to 1660 all large cuts contain cemented gravel, boulders and ledge rock. Plans show 5% shrinkage to 5% swell. While this balance is very conservative, it is considered satisfactory.

In the vicinity of Bonneville interchange there will be but little room for wasting material by widening.

2. Plans provide for 2:7 to 1 slope on surfacing materials. The section is 24' of pavement with two 9.5' shoulders. We suggest that on all future projects the 3:1 slope be used and the full 10 ft. shoulders provided.

3. Two log bridges, each about 25 feet in length are provided for use on the service road. These log bridges are, of course, temporary structures whose life will probably not exceed ten years. It seems to us that the use of 93" x 64" corrugated arch type pipe which would provide about the same area as the 6 x 6 box used on the main highway and provide a permanent installation should be investigated. Probably the arch type pipe installation at these two places would cost in the neighborhood of $2,200 each instead of the $4,000 as estimated for each bridge.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

4. No apparent justification for the service road and bridge Station 1492 - 1496. The service roads dead ends at Station 1492 and it seems no local service is rendered on this 400 ft. of road.

5. We believe the specifications should definitely establish the fact that wherever possible, the fringe of trees and shrubs between the main highway and the service road will be left and not cleared out.

6. Is the 10' x 8' culvert at Station 1480+50 necessary or would not an 8' x 6' be satisfactory. This would be consistent with other culverts nearby.

7. We would appreciate some indication of what is proposed at the Post Office near the Bonneville entrance.

8. We note the section for bituminous treatment of ditches between Station 1680 and 1700. However, the specifications are silent as to what treatment is proposed through this cut and we should be furnished with this information. Also, why not oil the shoulders through this cut.

9. The plans show no means for traffic to get off of the north west end of the Tanner Creek Bridge. We believe the layout at the Bonneville entrance could be improved with additional study.

We should have the above items cleared up at once if authorization for advertising is to be given in time to open bids at the next Commission meeting.

Very truly yours,

T. M. DAVIS
District Engineer

September 2, 1949

Mr. L. W. Alkhof, Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

In accordance with your telegram of September 1 and other suggestions received from your office, we have revised the encroachment map pertaining to the Dodson-Bonneville reconstruction on the Columbia River Highway as follows:

1. Added cross-section at Station 1623+50.

2. Revised all cross-sections to show reached widths and have corrected side slopes to conform with these widths.

3. Shown distances from track center line to easement line on sections at 1660+00 and 1661+50.

4. Shown road connections proposed between the new highway and the depot at Bonneville.

5. Shown concrete curb proposed to be constructed on roadway at ends of the bridge over McCord Creek.

Three copies of the encroachment map, revised as above indicated, is being sent to you herewith. These are to replace the three copies of map submitted with Mr. De Sousa's letter dated August 30.

We are sending herewith a revised description of Parcel No. 9 (R.R. Station 2122), which description takes into consideration the short section of spiral curve in the south boundary of the parcel. This is as requested by Mr. Bayesinger.

If there is anything else we can do to facilitate your action in this matter, please let us know.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/ge

Encls.

cc to W. C. Williams
A. G. Shelton

DESCRIPTION

Parcel No. 9 - Dodson-Bonneville Section

A parcel of land lying in the SW¼ of the SE¼ of Section 21, Township 2 North, Range 7 East, W.M., Multnomah County, Oregon.

The said parcel being described as follows: Beginning at a point which is North 676 feet and East 715 feet from the 1/4 corner between Sections 21 and 28, said point being on the Sly R/W line of the O-W R & N Co. and 120 feet distant northerly from (when measured at right angles to) the relocated centerline of the Columbia River Highway at Engineer's Station 1722+35.85; thence along a spiral curve to the left at a distance of 120 feet northerly from the relocated center line (the long chord of which bears S 55° 53' W 264.66 feet) a distance of 264.7 feet to the southerly R/W line of the O.W.R. & N. Co; thence along said right of way line N 85° 35' E a distance of 114.78 feet, N 36° 52' E a distance of 144.53 feet and on a spiral curve right (the long chord of which bears N 36° 53' E) a distance of 30 feet to the point of beginning.

September 2, 1949

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SEP 7 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1949

NOTED

SUBJECT:

REFERRED TO Mr. Bancroft for your information

To:
Mr. H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

I met this morning with Mr. Banfield and discussed some of the properties involved in the Dodson-Bonneville project, and I explained to him there are seven properties not yet acquired. Those properties are as follows:

Easement on Union Pacific land;
Easement over government land;
Meyers' property;
Enquist property;
Tyrell property;
McElroy property.

I stated to him that the Union Pacific and government properties will not delay the awarding of a contract if a satisfactory bid is received on September 19.

The Meyers property is now in litigation instituted by Mr. Meyers and that case can be tried without any inconvenience or hazard to the State after a contract has been let. That leaves only the other three properties.

I explained to Mr. Banfield that I have made a settlement with Mr. Tyrell, the amount of cash to be paid being $6,300, and I recommended the settlement and Mr. Banfield approved.

With respect to the Enquist property the owner was demanding $80,000, which at least one member of the Commission indicated at the last meeting he would be willing to pay. I have made a settlement with Mr. Enquist whereby we pay $40,000. I recommended that settlement to Mr. Banfield and he approved it.

That leaves only the McElroy property and we have filed a condemnation action on that.

I hope to be able to report to the Commission at its meeting on the nineteenth that a contract may be awarded if a satisfactory bid is procured.

Very truly yours,

Rec'd from W. C. Williams

JMDINH
J. M. DEVERS

cc - Earl F. Saling
W. C. Williams

RECEIVED
SEP 1 1949
FOR FILING

FORM E-30 REV 1-49 20083

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1949

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. R. H. Baldock,
Office.

Dear Mr. Baldock:

The Highway Commission has under consideration for future contract the Dodson-Bonneville Section of the Columbia River Highway. The purpose of this letter is to advise you that a number of right of way matters are still pending, some of which are the subject of litigation, and because of the character of the property and the issues involved the pending cases should be disposed of in court before a contract is awarded.

With summer vacation on for the courts it is difficult to say when we can get the matters disposed of. One of the cases involves the buildings which burned after we had taken an option, and the question before the court is: What value should be placed on the buildings?

I trust that this job will not be advertised until we can clear the right of way.

Yours very truly,

J. M. DEVERS

JMD:PW

CLASS OF SERVICE

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WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL=Day Letter

NL=Night Letter

LC=Deferred Cable

NLT=Cable Night Letter

Ship Radiogram

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PRA003 CAK=PORTLAND ORG 31 1110P=

R H BALDOCK, STATE HIGHWAY ENGINEER=

OREGON STATE HIGHWAY COMMISSION

SEP 1 AM 6 21

AT 2:30 PM TODAY RECEIVED FROM DEVERS SIGNED BY DESOUZA LETTER AUGUST 30 TRANSMITTING PRINT REVISED LOCATION DODSON-BONNEVILLE. HURRIED PARTIAL CHECK REVEALS NO SECTION SHOWN AT MOST CRITICAL POINT INVOLVED BETWEEN STATION 1623 AND 1624P LUS50, ALSO TYPICAL SECTIONS DO NOT SHOW WIDTH OF ROADBED=

L W ALTHOF UPRR CO=

2:30 PM 30 1623 1624P LUS50=

...OM ITS PATRONS CONCERNING ITS SERVICE

FORM 3010
2-48-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

August 30, 1948

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Further in regard to encroachments desired by the State on the Dodson-Bonneville section of the Columbia River Highway, and referring to my telegram of August 26th.

As an illustration of the difficulties with which we are confronted in securing complete information for considering these encroachments, I find that in one instance an encroachment has already been negotiated between our respective Right of Way Departments, and your representatives now advise that these negotiations did not properly cover the area involved at this particular location.

I also find that we have never been advised as to how you contemplate prosecuting the work, this in spite of the fact that we are being pressed by your organization for estimates covering our costs of protecting train movements, wire lines, etc.

Please bear in mind that we want to cooperate with you to the fullest extent, but from the above illustrations you will realize that it is impossible for us to advance the matter in its present form.

Sincerely,

L. W. Althof.

RECEIVED
HIGHWAY COMMISSION

FORM E-123X 15M 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 30, 1949

Mr. L. W. Althof, Resident Engineer
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: Our File 7455

Dear Sir:

Under separate cover there is being sent to you three prints of our drawing 6h-1h-11, covering the revised location of the Dodson-Bonneville Section of the Columbia River Highway, on which there are indicated various parcels of land on which the State Highway Commission will need slope easements, easements or outright purchases for right of way on the project. These are shown on the prints as follows:

1. Slope easement at Railroad Station 1970, indicated in yellow.

2. Encroachment at Railroad Station 1990, indicated in red.

3. Encroachment at Railroad Station 2005, indicated in red.

4. Slope easement at Railroad Station 2009, indicated in yellow.

5. Slope easement at Railroad Station 2028, indicated in yellow.

6. Slope easement at Railroad Station 2086, indicated in yellow.

7. Purchase at Railroad Station 2100. This is indicated in orange and is the large parcel of land covering which negotiations have been under way for several years past.

8. Easement at Railroad Station 2111, indicated in red. This involves an undercrossing of the existing railroad structure across Tanner Creek and is for the purpose of providing access to the State Fish Commission Hatchery.

8. (Continued)

It is anticipated that a petition will be presented to the Public Utilities Commissioner covering this matter.

9. Purchase at Railroad Station 2122, indicated in orange. This tract involves an outright purchase regarding which there have been previous negotiations.

The State Highway Commission plans on calling for bids for the construction of the project to be received on September 20th and the over-all cost of the project possibly will be in excess of $1,500,000.00. It is very important that the project be placed under contract this fall so as to be completed before the winter of 1950. If there is any delay its completion will run over into the construction season of 1951 and the loss of use of the highway for one entire winter will be incurred.

It is most strongly urged that every effort be made to expedite the giving of at least a permit of entry on the various parcels involved so that the State's contractor may be assured that he will be permitted to enter on the railroad properties without delay to his operations.

Your cooperation in expediting the matter is most earnestly requested and if there is any further information which can be forwarded to you at this time in order to facilitate progress it will be forthcoming as promptly as possible, upon request.

Very truly yours,

J. H. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

JWDjma

Under Sep. Cov: 3 prints

cc - W. C. Williams
H. C. Smith
S. H. Probert

CLASS OF SERVICE

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WESTERN UNION

1250

W. P. MARSHALL, PRESIDENT

SYMBOLS

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Ship Radiogram

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PRA217 CAK=PORTLAND ORG 26 147P=

R H BALDOCK=

AUG 26 PM 2 1

:STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY

COMMISSION=

RE TELEPHONE CONVERSATION MY OFFICE ABOUT ENCROACHMENTS DODSON-BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY. SUCH INFORMATION AS WE HAVE RECEIVED ABOUT THIS SECTION IS PIECE-MEAL AND INCOMPLETE. IF YOU WILL SUBMIT COMPREHENSIVE AND COMPLETE PROPOSAL TOGETHER WITH SPECIFIC REQUEST FOR SUCH RIGHTS AS YOU WISH FROM U.P. , SUBJECT WILL BE PROMPTLY CONSIDERED AND YOU WILL BE ADVISED OF OUR REACTION=

:L W ALTHOF UPRR CO=

U.P. UPRR CO=

Parcels #2 ✓ #4 — ✓ #1 —

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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AUG 26 1949
FOR FILING

71-248(15)
3238

Salem, Oregon
August 25, 1949

Mr. W. C. Williams

Please arrange to see Mr. Althof Monday about encroachments from Dodson to Bonneville. Smith said we only have three: one between RR. Sta. 2088 and 2113, as per attached map, the nearest point of the highway being 50 feet from the center line. The next encroachment is the Fish Commission's road under the railroad bridge spanning Tanner Creek at Sta. 2111 and a small parcel called Parcel 2 about 200 feet from the railroad track opposite RR. Sta. 2122.

I understand that the railroad company has not made up the agreements from the fact that the engineering department has not turned it over to the legal department. The agreements here appear to be so perfunctory that I would appreciate getting a right of entry before the formal approval is given, under which condition Tom Davis will concur in the award; otherwise, he will not.

To avoid these last-minute difficulties, I would appreciate your arranging to secure at the earliest possible time all the encroachments along the Union Pacific Railroad from Dodson to The Dalles so that there will be no holdup in contracts by reason of failure to secure railroad encroachments on time. Thank you.

R. H. Baldock

RHB:hi
Attach.

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AUG 2[illegible]
F[illegible]

71-248(15)
3238

Salem, Oregon
August 25, 1949

Mr. W. C. Williams

In checking up on the Dodson-Bonneville Project, I find that arrangements for encroachments on railroad right-of-way are barely started and that the situation with respect to those encroachments is such that we may have to delay award of the contract for as much, possibly, as 60 days. While it appears that the matter was taken up with the Railway Company several months ago, little has been done about it and the railway engineers have not yet released to the railway legal department the engineering information needed by it in the preparation of the encroachment agreement. Thus it will be many days before the agreement will be ready for forwarding to the officials at Omaha. Execution in Omaha will require from 30 to 60 days.

To avoid similar situations with respect to future projects, we should begin at once the acquisition of encroachment rights for the whole of the proposed reconstruction between Cascade Locks and The Dalles. We should, also, look into the encroachment situation on other contemplated reconstruction in the State and take action in the acquiring of the encroachments immediately or at least as soon as the survey information is available. Please let this matter have your attention.

With respect to the Dodson-Bonneville Project, we have taken some initial steps in an effort to obtain right of entry in advance of execution of the encroachment agreement. Please follow up on this as Davis has advised that he cannot concur in the award of contract until either the encroachment agreement is signed or right of entry granted.

Very truly yours,

R. H. Baldock

SHP/gs

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FILING.

1-C 8/19/49

AGENDA
AUG 19 1949

1-C

71-248(15)

3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1949

SUBJECT:

To:

Oregon State Highway Commission

STATUS OF RIGHT OF WAY ACQUISITION
Salem-Sommerville Section
Columbia River Highway

All right of way parcels have been placed under option with the exception of the ones herein noted:

File 15263: Mellroy, Walter E.

Recommendation for condemnation was approved by Commission June 27, 1949

File 13608: Esquist, Erick

Condemnation is recommended but not yet authorized by the Commission. There are three appraisals as follows:

$29,000.00
30,625.00
34,025.00

The property includes 28 buildings.

File 13610: Tyrell, Hoyes, E.

Condemnation has been approved by Commission, June 27, 1949

File 13611: Meyer, Hazel Potter and Elmer

Condemnation has not been approved by Commission. A suit for specific performance has been filed by Meyer.

File 13650: United States Government

Three small parcels from the Army Engineers, involving approaches to the State Fish Hatchery. Options are prepared but awaiting information as to sufficiency of description of Parcel #3, also special use permits of Forest Service for two parcels. Permit acquisition is in the hands of the Division Engineer at Portland.

File 7455: Union Pacific Railroad

Controversial items are apparently agreed upon and await routine approval of the railroad officials.

R.E.

INTER-DEPARTMENT CORRESPONDENCE
OREGON STATE HIGHWAY COMMISSION
AGENCY

REPORT ON STATUS OF ACQUISITION OF RIGHT OF WAY
Dodson-Jonesville Section
Columbia River Highway

August 15, 1949

SUMMATION

Total parcels involved.	37
Under option and approved by the Commission	26
Options signed but not yet approved	5
Below condemnation	2
Condemnation recommended	2
Suit for specific performance of option filed	1
Awaiting United States Government approval.	1
Awaiting Union Pacific Railroad approval	1

JDW:mb

J. D. WALKER
Assistant Right of Way Engineer

November 3, 1948 the Commission Minutes had the following entry.

" The Engineer requested authority for the Legal Department to negotiate options for right of way that will be needed for certain projects that are to be considered by the Commission in the 1949-50 construction program. He advised that right of way descriptions have been prepared and right of way agents are now available to assign to the work. He recommended approval of the request in order to expedite the acquisition of right of and to avoid delays that might result in contracting the projects if the Commission approves them. He particularly requested authority to negotiate options on the following projects.

Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. "

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NOV 18 1949
FOR FILE

HEAD OFFICE
PORTLAND 8

HEAD OFFICE
THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON
CABLE ADDRESS: "UNITBANK"
ESTABLISHED 1891

August 17, 1949

A. L. MILLS, JR.
FIRST VICE PRESIDENT

HI-248(15)
3538

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This letter will introduce to you Mr. Erick Enquist, who is an old-time depositor of this bank. It is possible that you have met him with respect to highway matters in which he has interested himself on various occasions.

Mr. Enquist is the owner of property in the Bonneville area which is subject to take-over by the State Highway Commission for road purposes. He is disappointed at the basis suggested for the acquisition of his property and would appreciate the opportunity of discussing his problem with you and the benefit of your advice.

Our experience with Mr. Enquist has found him reliable and a competent businessman. He has served his community as the Mayor of the Town of Troutdale.

Any courtesies extended him will be greatly appreciated, and thanking you, I am, with kind regards,

Sincerely,

A. L. Mills

ALMjr:EO

First Vice President

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OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 16, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change requested for Project FI-248(15), Item 74 of First Supplemental Oregon Cumulative Postwar Federal Aid Program dated March 10, 1949, has been approved effective June 9, 1949.

The current status as approved:

Total Cost	$1,875,000
Federal Funds	1,100,000
Mileage	5.24 (no change)

Very truly yours,

T. M. DAVIS
District Engineer

By:
C. G. Polk
Senior Highway Engineer

RECEIVED
JUN 17 1949
OREGON
STATE HIGHWAY COMMISSION

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71-248(15)

3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1949

SUBJECT:

Our File R 13609
Oregon State Fish Commission
Dodson-Bonneville Section
Columbia River Highway
Section 28, Township 2 North, Range 7 E.
W. M., Multnomah County.

To:

Mr. H. G. Benson
Right of Way Agent

O F F I C E

Dear Mr. Benson:

In dealing for the property owned by the Oregon State Fish Commission on the Dodson-Bonneville Section of the Columbia River Highway a settlement has been worked out whereby the property is being deeded to the State without cash payment being made, but in lieu of this we are to do certain things, namely: changing of some pipes at the Fish Hatchery, constructing a road and constructing a retaining wall.

These matters have been discussed at considerable length between Mr. H. G. Smith, Mr. W. C. Williams and myself and it has been decided that they will be handled as follows:

All cost of these items is to be considered as a right of way matter and chargeable as such. Mr. Smith makes the following estimate of the items involved -

Changing of pipes at the Fish Hatchery	$ 4,400.00
Construc ing road to Fish Hatchery	6,600.00
Constructing retaining wall	3,200.00
	$ 14,200.00

In this connection I am returning your final report for real property negotiations and ask that you rewrite it to include the three items as shown above, after which please submit it through the regular channels for approval.

Very truly yours,

J. H. DEVERS

By FORREST COOPER
Right of Way Engineer

FC:ma

cc - Mr. S. H. Mayhew
Mr. W. C. Williams

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1175 w

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16th, 1949

SUBJECT:

Original
REFERRED TO DE SOUZA

By Asst. Chief Engineer

P. U. C. Order should be obtained.

To: Mr. W.C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

In regard to Assignment #1175, the entrances and exits at the Bonneville Fish Hatchery underneath the railroad arches across Tanner Creek will be public highways and used by the public entering and leaving the fish hatchery. Therefore, a P.U.C. order should be obtained for this location.

Very truly yours,

H. G. Smith (Sgd.)

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT No. 1175

DESCRIPTION: Mr. DeSouza's letter of 5-12-49 re negotiations with Union Pacific RR Co. for R/W across prop. at Bonneville; & involving question of access to State Fish Hatchery

ASSIGNED TO: H. G. Smith

DATE: 5-13-49

- [x] Investigation and report to this office
- [ ] Reply direct with copy to this office
- [ ] Return with drafted reply
- [ ] Comment or recommendation and return to this office
- [ ] Investigation and such action as is necessary
- [ ] Please prepare reply for my signature
- [ ] Assignment executed Date_____
- [ ] _____

REPORT RECEIVED: 5-17-49

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-20 15M 10-48 20097

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
MAY 13 1949
W. C. WILLIAMS

SUBJECT: R 13609

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Mr. Benson has been negotiating with Union Pacific Railroad Company for right of way across non-operating property at Bonneville and in connection therewith there is involved a question of access to the State Fish Hatchery lying northerly from the railroad right of way at Tanner Creek. The right of way map at this point shows one point of entrance to and one point of exit from the Fish Hatchery which will involve crossing under the railroad trestle across Tanner Creek.

Mr. D. J. Callahan, General Tax and Right of Way Agent for Union Pacific Company has written a communication to Mr. Benson in which he states that the railroad's law department advises that it will be necessary for the Highway Commission to obtain authority from the Public Utilities Commissioner, under Section 113-503, O. C. L. A., to cover the installation of the two overcrossings. The letter to Mr. Benson immediately raises the question as to whether or not the two points of access to the State Fish Hatchery are to be public ways, free and open to travel by the public, or whether they are to be private roads for the sole and particular use and benefit of the State Fish Hatchery. If they are to be public ways, that is entrances dedicated to the use and benefit of the general public, the provisions of Section 113-503, O. C. L. A. will apply, and it will be necessary for us to submit a petition to the Public Utilities Commissioner covering the matter. If, on the other hand, the roads are to be merely private crossings the Public Utilities Commissioner will have no jurisdiction and the matter can be handled by a private crossing permit issued by the railroad companies.

As a matter of information I have talked to Mr. Jaqua of the Public Utilities Commissioner's office with reference to the existing main entrance to Bonneville which passes under the same railroad structure. Mr. Jaqua advises that on the Public Utilities Commissioner's records this is indicated as a public crossing but that no hearing ever was held on the matter and no Public Utilities Commission order was issued. His information is to the effect that in connection with the moving of the railroad

tracks the United States, in its grant of right of way to the railroad company, included a reservation of a 40 foot roadway with the provision that it might be conveyed, later, to the State. I do not know that there ever has been any conveyance to the State or to the County and probably the crossing in question is not a public dedicated highway although it might be classed as a military reservation road.

Mr. Benson has not indicated to me that the State Fish Commission has indicated any particular preference as to the legal status of the access ways and very probably the Fish Commission will not be particularly interested in that regard.

Your early advice in the matter will be appreciated so that we will know whether or not it will be necessary to present a petition to the Public Utilities Commissioner.

Very truly yours,

J. M. DEVERS

By J. M. Devers
J. W. DeSOUZA
Assistant Counsel

JWD:ma

cc - Mr. J. M. Devers
Mr. Forrest Cooper
Mr. S. N. Mayhew
Mr. H. G. Benson

RECEIVED
CONSTRUCTION ENGINEER

RECEIVED
JAN 12 1949
FOR FILING

FI-248(15)

9228

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 10, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I am attaching herewith copy of a letter from Carl A. Peterson to this office, regarding the Enquist property at Bonne Villa on the Columbia River Highway.

In reviewing the correspondence, I note you wrote to Mr. Enquist on December 7, 1948, advising him the prospects for changing the line as he requested were remote. Peterson's letter brings you up to date on action taken by this office.

Yours very truly,

F. T. YOUNG
Acting Division Engineer

FTY:w
Encl.
cc: H. G. Smith

FORM E-80 1SM 10-48 80007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Troutdale Jan. 6, 1949

C O P Y

SUBJECT: Erick Enquist

To: Mr. A. G. Skelton
Division Engineer
Oregon State Highway Commission
Portland, Oregon

Dear Sir:

I called on Mr. Enquist a few days ago and told him that you had been here to see him a couple of times, but each time he was not at home.

Mr. Enquist told me that he would like to have the proposed location through his property at Bonne Villa Station 1665 to 1682 shifted more to the north so he would have room to move his buildings between the south side of the right of way and the steep side slope. Also wanted access to the highway at three places for business locations.

He said we could shift the whole tangent from station 1628 to 1686 closer to the existing highway with a great deal of saving in construction.

Mr. Enquist said there was no price set on the right of way and buildings through his property as yet, but mentioned that if the line is not shifted or right of way narrowed on the south side, the State might as well purchase the entire lot.

Very truly yours,

Carl A. Peterson (Sgd.)

Res. Eng'r.

RECEIVED
DEC 17 1948
FOR FILING

December 7, 1948

Mr. Eric Enquist
Troutdale, Oregon

NOTED
Assistant Engineer

Dear Sir:

Under date of November 29, Mr. Baldock advised you by letter that either I or my representative would contact you with reference to the location of the Columbia River Highway at Bonny Villa.

It is my considered opinion, Mr. Enquist, that there is no possibility of changing the location of the Columbia River Highway at this point. Our location, as you know, is more or less parallel to the railroad and takes all of the property between the highway and the railroad. The Columbia River Highway is one of two interregional highways in the State of Oregon, and there are certain right of way requirements that must be met on this type of highway to secure Federal cooperation. The width of right of way required, therefore, makes it necessary that most all of the buildings at Bonny Villa be either purchased or moved. We could not swing far enough to the south to secure adequate alignment and right of way width to miss these buildings, and we must, therefore, advise that there is small possibility of any change in the location being made.

However, in order that you may have all information in regard to our plans, I am asking Mr. A. G. Skelton, Division Engineer for the Oregon State Highway Department in Portland, in whose territory Bonny Villa is located, to arrange to meet you on the ground, so that you may have a full understanding as to the state's plans and at the same time advise Mr. Skelton as to how you think the situation should be improved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

MCWilliams

cc: Mr. A. G. Skelton
Mr. H. G. Smith

M. C. Williams
Assistant State Highway Engineer

November 29, 1948

Mr. Erick Enquist
Troutdale
Oregon

Dear Sir:

I have asked Mr. W. C. Williams, First Assistant State Highway Engineer, either to contact you himself or to have his representative contact you with referenre to the location of US30, the Columbia River Highway, through your property at Bonny Villa.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: W. C. Williams

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

November 29, 1948

Mr. Erick Enquist
Troutdale
Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I have asked Mr. W. C. Williams, First Assistant State Highway Engineer, either to contact you himself or to have his representative contact you with reference to the location of US30, the Columbia River Highway, through your property at Bonny Villa.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: W. C. Williams

Troutdale, Oregon, November 24, 1948.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

ATTENTION: - Mr. Baldock

About a month ago I met your Mr. Benson at my place, Bonny Villa, which is west of Bonneville Dam, and he mentioned that the Highway Department is desirous of acquiring some of my property at Bonny Villa; he showed me a map of a survey for re-locating the highway through my property and some of the property adjoining on the west. The center line of this survey enters my property from the east, north of and between the present highway and the Railroad right of way, thence in a southwesterly direction, across the present highway at about the middle of my tract, and continue on the south side of the highway the entire distance to my westerly line.

A number of years ago I called your attention to a surveying crew that persistently came upon the place, running lines that indicated that your Commission had something in mind in reference to a change im the location of the highway, and at that time, as now, I was concerned, because I know, that if there should be any change, such as their survey then indicated, it would work serious injury and damage to my property, if carried out.

I was assured by the Highway Department that no survey had been authorized, but that the crew was running out some property lines, and making property ties to section corners.

I entered a very positive protest and was assured that Mr. Baldock would give his personal attention to the survey.

My wife and I and my family have for a long time enjoyed a good yearly income from the property at Bonny Villa, and, of course, do not want to be disturbed, or our earnings, nor our income interferred with by the highway going across it, which would spell ruin to our rights and earnings of that land.

It is not too late for you to reconsider the survey Mr. Benson showed me, and which is ostensibly the same survey your men were working on 7 or 8 years ago, which I mentioned above, and to which I at that time entered an earnest protest, as it would wipe out every thing of value on my place.

I respectfully request that you arrange for some day convenient to yourself to meet me on the ground at Bonny Villa, and I am sure I can show you a far better and more economical line for a new highway, and which would be such as I could perhaps co-operate with you upon.

Awaiting an early reply, indicating a date of meeting at Bonny Villa, I beg to remain,

Sincerely yours,

Erick Enquist

ERICK ENQUIST.

RECEIVED
DEC 6 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1949
FOR FILING

F. File

71-248(05)

3238

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1949

SUBJECT: Dodson-Bonneville Right of Way General

To: Mr. W. C. Williams
Assistant State Highway Engineer

Office

Dear Mr. Williams:

Mr. H. G. Benson and Mr. J. R. Boone are being assigned to negotiate for the right of way on the Dodson-Bonneville Section of the Columbia River Highway.

This is going to be a very important project, on which the right of way will be expensive, and it is requested that at the earliest possible time the center line stakes on the project be set. I understand that these are not in place at this time. Also, undoubtedly there will be several places where, owing to the value of the property and improvements, it will be particularly essential that the right of way boundary stakes be set. I think, however, that Mr. Benson and Mr. Boone can point these out individually on the ground to the engineer who may be doing the work.

Your cooperation in the matter is sincerely requested.

Very truly yours,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

JWD:MA

cc - Mr. H. G. Benson
(In triplicate) Mr. J. R. Boone

RECEIVED
NOV - 1 1948
FOR FILING

October 29, 1948

Miss Stevens
Bonneville School
Bonneville, Oregon

Dear Madam:

I anticipate that right of way agents will soon start negotiations for right of way on the Dodson-Bonneville Section. Therefore, I would not want to give a definite answer about the house occupied by the principal which would tie the hands of the right of way agents. However, I have called your letter to their attention, and they will endeavor to so conduct negotiations that the house can be occupied until the end of the school year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. A. G. Skelton
Mr. J. W. DeSousa

FORM E-30X 10M 6-40 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 26, 1948

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith letter dated October 24th from Eliza Stevens of Bonneville, Oregon, in which he asks for certain information concerning the Dodson-Bonneville section of the Columbia River Highway. I thought your office would be in better shape to answer this letter than we would.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.

ELIZA STEVENS
BONNEVILLE SCHOOL
BONNEVILLE, OREGON

October 24, 1948

Oregon State Highway Dept.
9200 S.E. Mc Loughlin Blvd
Portland 2, Oregon

Dear Sirs:

Rumors are flying about out here freely again, to the effect that the highway will be continued east from Dodson at a very early date.

Quite some time ago I was told in your office that my cottage in the H.P.Co. addition to Warrendale would be taken by the state when the road is built.

The cottage is now occupied by our school principal and no other housing is available. It would ease our anxiety if you can assure me that the house can be used at least until the end of the present school year, June 1949 or for how much longer if you know.

Yours very truly
Eliza Stevens

RECEIVED
MAY 26 1949
FOR FILING

Const
Fed Aid
Programs Projects

FI- 248(15)

FILE

May 25, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Our approved program of Federal Aid Primary Highway Projects includes, as Item No. 74, a project contemplating the grading of the Bodson-Bonneville Section of the Columbia River Highway and the construction of a bridge over Tanner Creek. This project was estimated to cost $900,000, with $360,000 to be contributed by the federal government.

It now appears possible to increase the allotment to this section of highway in an amount sufficient to cover complete construction of the section, including replacement of two narrow bridges, the construction of a highway underpass and the construction of 5.2± miles of 2-lane high-type pavement.

In view of the urgency of bringing this section to early completion and to enable early contracting of the structural and surfacing work involved, we request revision of the program as indicated on the attached copy of form PR-9.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP/gs

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

May 24, 1949
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Multnomah

FA or FAS Route No. FA 1

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	74	FI-248 (15)	Dodson to Bonneville	Survey-Plans					Grade, Drain bridge over Tanner Creek
				Right-of-Way					
				Construction	900,000	540,000	360,000		
				Total	900,000	540,000	360,000	5.24	
Requested Revision	74	FI-248 (15)	Dodson to Bonneville	Survey-Plans					Gr. Dr., 2-land high type pavement. 3 bridges and 1 highway separation structure.
				Right-of-Way					
				Construction	1,875,000	1,100,000	775,000		
				Total	1,875,000	1,100,000	775,000	5.24	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change:

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

P-3868

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

May 24, 1949
(Date)

The following major program change of the individual project is requested:

Oregon (State) | Postwar Federal Aid Primary Highway Program (Previous Program) | (Date of Approval)

COUNTY Multnomah | FA or FAS Route No. FA 1

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	74	FI-248 (15)	Dodson to Bonneville	Survey-Plans					Grade, Drain bridge over Tanner Creek
				Right-of-Way					
				Construction	900,000	540,000	360,000		
				Total	900,000	540,000	360,000	5.24	
Requested Revision	74	FI-248 (15)	Dodson to Bonneville	Survey-Plans					Gr. Dr., 2-land high type pavement. 3 bridges and 1 highway separation structure.
				Right-of-Way					
				Construction	1,875,000	1,100,000	775,000		
				Total	1,875,000	1,100,000	775,000	5.24	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change:

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

P-3868

FI-248(15) McCord Creek Br. Widening 1949

#3239

RECEIVED
JUN 1 - 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)

~~May 31, 1951~~

71-248(15)		
3239 (~~CONTRACT NO.~~)	(EST. NO.)	(CONTRACTOR)

~~3239~~	~~2-final~~	~~Lindstrom Bros., Inc.~~	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
~~8589~~	~~B-26673~~	~~8,217.99~~	~~5/31/51~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Feb. 28, 1951 without penalty

Completion Date: Feb. 14, 1951

Date Accepted: Feb. 26, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-1-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 1 1951

RECEIVED
MAY 15 1951
FOR FILING

71-298(15)

3-239

May 15, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3239, covering widening of McCord Creek Bridge on the Columbia River Highway in Multnomah County, was completed by the contractor, Lindstrom Bros., on February 14, 1951 and was formally accepted by the Highway Commission on February 26, 1951.

Final payment in the amount of $8,217.99 will be paid to the contractor on or after May 25, 1951. The total contract amount is $106,721.61, of which amount $1,278.00 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

fl

cc: C. A. Tomassens & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
5 1951
FOR FILING

71-248(15)
3239

February 2, 1951

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 61 days, from December 29, 1950 to and including February 28, 1951, within which to complete your contract No. 3239 for widening McCord Creek Bridge on the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

H. H. McClure,
Resident Engineer

G. S. Paxson

NOTED ON CARD
2-2-51

RECEIVED
JAN 18 1951
FOR FILING

71-248(15)
3237

January 16, 1951

Request for extension of time
No. 10
January 23 and 24 meetings

State Highway Commission

Gentlemen:

Re: McCord Creek Bridge Widening
Contract No. 3239

Lindstrom Bros., contractors for the McCord Creek Bridge widening on the Columbia River Highway, have requested a second extension of time to and including February 23, 1951 for the completion of work on this project. The contract completion date was September 30, 1950 and was previously extended to December 29, 1950.

Because of a slide on the highway near the south end of the bridge, it became necessary to build a retaining wall. The requested extension is to cover the time necessary to build the wall. It is recommended that the extension be granted without penalty to the contractors. This recommendation has the concurrence of the Bureau of Public Roads, copy of which is attached.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GHP:ga

RECEIVED
DEC 29 1950
FOR FILING

11 248(15)

Salem, Oregon
December 28, 1950

Mr. G. S. Paxson

At its last meeting the Commission approved an additional project authorization in the amount of $8,000 on the McCord Creek Bridge, Dodson-Bonneville Section of US30.

W. C. Williams

WCW:mc

cc Mr. H. H. Hemke
cc Mr. Probert

RECEIVED
NOV 27 1950
FOR FILING

FI-242(15)
3239

November 17, 1950

Oregon State Highway Commission

Gentlemen:

In the construction of the Mallard Creek bridge on the Baker-Bonneville Section of the Columbia River Highway an unfirm strata of rock was encountered, necessitating the construction of a retaining wall of considerable magnitude. The cost of the wall was approximately $5,300 and, with other slight overruns not anticipated, it appears that the project, when completed, will overrun the project authorization approximately $8,000, which is 7.5 per cent of the project authorization.

The existing project authorization is $104,901.50, and authority is requested to increase the authorization to $112,901.50.

The project is not as yet completed, but it is certain that the additional project authorization will be required to satisfactorily complete the project.

This matter will be on the next agenda, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. M. H. Hawke

RECEIVED
OCT 19 1950
FOR FILING

71-248(15)
3239

October 17, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 90 days from September 30 to December 29, 1950, within which to complete your contract No. 3239 covering widening of the McCord Creek Bridge on the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. T. Young,
Assistant Division Engineer

H. H. McClure,
Resident Engineer

W. A. Reeves

NOTED ON CARD
10-17-50

RECEIVED
SEP 28 1950
FOR FILING

71-248 (15)

September 21, 1950

Request for Extension of Time
No. 13
September 20 and 30 Bidding

State Highway Commission

Gentlemen:

Re: Bidwell Creek Bridge Widening
Contract No. 3238
Anderson Bros., Inc., Contractors

Herewith copy of application for an extension of time from September 30, 1950 to and including December 30, 1950, for the completion of the work on the Bidwell Creek Bridge widening on the Columbia River Highway in Multnomah County.

This work opened on this project on September 10, 1950, but due to difficulties in connection with the railroad agreement, the contract was not awarded until October 5, 1950. Under the contract, the contractor for the adjacent grading was to have made the connections at the ends of the bridge before our contractor started work. Because of extremely difficult excavating conditions, this was not done, and the contractor suffered a considerable delay on this account.

In view of these circumstances it is recommended that the extension be granted without penalty to the contractor. Attached hereto is the recommendation of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

RHB:gm

RECEIVED
NOV - 9 1949
FOR FILING

F1 248-(15)

3239

File 3

November 9, 1949

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3239, which was awarded to you on October 25, 1949 by the State Highway Commission, covering McCord Creek Bridge widening on the Columbia River Highway in Multnomah County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
DEC 16 1949
FOR FILING

AGENDA
NOV 7 1949

71-248(15)
3239

October 26, 1949

Lindstrom Bros.
1335 N. E. Broadway
Portland 16, Oregon

Re: Contract No. 3239

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you on October 25 the contract for widening the existing 36' concrete viaduct over McCord Creek on the Columbia River Highway, in Multnomah County. This award was based on your low bid of $95,365.60 submitted on September 19, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

cc - H. G. Smith
Goldie Lewis
S. V. Everett
O. S. Peterson
L. E. White

Bid Confirmed

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1906

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 26, 1949
2:00 p.m.

Lindstrom Bros.
7335 N. E. Broadway
Portland 16, Oregon

State Highway Commission awarded you October 25 contract for widening viaduct over McCord Creek on Columbia River Highway, Multnomah County, based on your low bid submitted September 19, 1949. Contract forms follow shortly.

H. B. Glasgow, Secretary
Oregon State Highway Commission

RECEIVED
OCT 27 1949
FOR FILING

FI-248(15)
3238

File

October 26, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of October 21, relative to Oregon Project FI-248 (15), Dodson-Bonneville Section, Columbia River Highway. Taking up the matters referred to in their order, I advise you as follows:

We believe it will be possible, over the majority of the project, to use the ¼ to 1 slope to the gutter, in lieu of the 2.7 to 1 slope specified in the plans. We will use the ¼ to 1 slope wherever possible.

We will arrange with the contractor to oil the shoulder from the edge of the pavement to the paved gutter between Stations 1680 and 1700 and will round the paved gutters as you suggest.

As to the 1½ to 1 fill slopes, we believe it will be possible to secure flatter slopes, and where conditions will permit, that meaning where materials are available, and the right of way is not restricted, we will secure the flatter slopes.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:MS

cc: Mr. H. G. Smith
Mr. A. G. Skelton

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

October 21, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Oregon Project FI-248(15), Dodson-Bonneville Section, Columbia River Highway.

In a review of the P.S.& E. papers by our Washington Office they comment on the V-ditch of cut section to the outer edge of the fill section and question the use of 2.7 to 1 gutter slope from edge of shoulder to center line of gutter, and since no rounding of the gutter section is provided, they suggest a 4:1 slope as preferable.

We realize the shoulder width on this project is a half foot narrow on each side though we realize this cannot probably be rectified on this project, however, as previously discussed all future projects should use the full Interstate Standards.

OK

With regard to the bituminous gutter Station 1680 to 1700, in a conversation with Mr. Williams prior to opening bids we suggested the oiling of the shoulder from the pavement to the paved gutter to eliminate possible seepage through the open shoulder. Advice that this is acceptable and will be made as a construction change will be appreciated.

Also, we suggest the rounding of these paved gutters instead of the sharp break at the shoulder line and bottom. We believe this will produce a more pleasing appearance as well as increase the efficiency of the gutter.

It will also be noticed that the main roadway section shows only 1-1/2 to 1 fill slopes instead of 2:1 or on fills of not over 10 feet, 4:1. We realize a large portion of these fills will be made of rock where the 1-1/2:1 slope is permissible, however, since there is shown an excess of material on this project, we suggest that the fill slopes be increased wherever possible, particularly those under 10 feet.

RECEIVED
OCT 24 1949
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 27 1949
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

File

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

FI-248(15)

3229

October 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in Mr. William's letter of October 24, 1949 and under the right-of-way clearance as per your October 21st, 1949 telegram we are today concurring in award of contract, for the McChord Creek Bridge, Dodson-Bonneville Section, Columbia River Highway Oregon FI-248(15), to Lindstrom Bros., Portland, who submitted the low bid at the September 21st, 1949 bid opening.

Very truly yours,

Copy sent Probert.

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
OCT 26 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1949
FOR FILING

File

FI-248(15)
3239

October 24, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We respectfully request your concurrence in award of contract for the McChord Creek Bridge, Dodson-Bonneville Section, Columbia River Highway, to the low bidder, Lindstrom Brothers. Rights of way are clear, as per our telegram - subject, Dodson-Bonneville Section - dated October 21.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

S-53(2) South Unit, Princeton-Follyfarm 1949
Sec., Rome-Princeton Secon. Hwy.
#3240

RECEIVED
AUG 24 1953
FOR FILING

FORM E-20 2M 8-51 20715
C 13(2)
FLH 8(2)
3240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1953

SUBJECT:

To:

W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Herewith test reports on material sampled from the South Unit, Princeton-Follyfarm project. Also there is attached a report on conditions as found by the laboratory.

G. W. Harra
G. W. Harra
Engineer of Materials

CWH:h
CFH
Encl.
c.c. H. G. Smith
E. A. Collier

RECEIVED
AUG 18 1953
OFFICE OF
STATE HIGHWAY ENGINEER

SOUTH UNIT, PRINCETON - FOLLYFARM

Analysis of test Data on Samples Taken From Failed Sections of the Subject Project

Visual examination in July 1953 indicated that the cause of failure is that a plastic unstable condition exists immediately under the oil mat when water is present. At the time of this examination two test holes were dug and samples taken of the 6 to 7 inches of cinder base and of the rock and soil sub-base immediately under the cinder course. It was noticed that the condition immediately under the oil mat was one of considerable wetness. Also, one sample was taken at the pit from which the cinder base course was obtained.

In addition to the above 5 samples, a total of 45 samples were obtained and sent in for test by others interested in the cause of failure.

Analysis of the sample and test data indicate that only 6 of the 50 samples are pertinent to the cause of failure. Thirty-eight samples were taken of the material immediately under the cinder course. Test results indicate that this material is plastic and unstable and requires several inches of acceptable base material to stabilize. Six samples were sent in from a gravel bar and a quarry. Test results show these sources to be acceptable in quality but apparently the material was not used at the failed sections. Three samples of cinders were taken from the failed locations and three were taken from the source pit. Results of tests on the 6 samples are as follows:

Lab. No.	Source	Sp. Gr.	Abrasion	P.I.
312337	Pit	2.66	44.5	4
311720	Pit	2.71	53.6	Insuf. Fine Material
311719	Pit	Insuf. Material, combined with Lab. 311720.		
311723	Road	2.72	Insuf. Mat'l.	24
312346	Road	2.74	49.0	18
312348	Road	2.71	50.9	21

Plasticity index was determined on the dust left from the abrasion test of samples 312346 and 312348, and was found to be 0%. This would indicate that the plastic material exists in the fine material in the quarry and not from the deterioration of the cinders themselves.

Nine samples of cinders were sent to the laboratory during construction of the project. One qualifying abrasion test was made and test results show 50.0% wear. Plasticity Index on the 9 samples are as follows: 18, 17, 15, 16, 21, 20, 21, 19 and 0.

Comparison of abrasion tests and plasticity index of the samples from the failed sections with those from the pit and from the road during construction indicates that no deterioration of cinders has occurred since construction.

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #44, M.P. 27.81 (7.00) R edge oil		
Sampled at	Depth 9½-18"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313766	Type of Material	Soil & Rock
Data Sheet No.	A-26369	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	40	%
PI	13	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.60

Sand Equivalent 9.9 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
3	6.9
2	6.1
1½	—
1	2.4
3/4	.8
1/2	3.9
4	4.6
10	4.4
20	3.1
40	4.8
60	4.8
140	8.4
200	3.3
P200	46.5

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	29.2	%
Coarse sand, 2.0 to 0.25 mm.	18.0	%	12.7	%
Fine sand, 0.25 to 0.05 mm.	22.0	%	15.6	%
Silt, 0.05 to 0.005 mm.	38.0	%	26.9	%
Clay, smaller than 0.005 mm.	22.0	%	15.6	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
93.8	23.9
94.4	26.5
92.8	28.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	28.2	29.9	33.0
Depth Ratio Z/R	1.55	2.35	2.75
Pavement Thickness, Z	13	19	22
Angle of Friction, ϕ °	10	5	5
Cohesion, C psi	5	2.5	1
R Value	39	23	18

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer H. G. Smith
X Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
X Division Engineer Parson
Resident Engineer
X Dist. Maint. Supt. McComb
Foreman
X Files
X W. C. Williams
x R. Webber
x Milne

G. W. Kerr

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project S. Unit, Princeton-Follyfarm — Prefix No. 123-1465
Highway — County Malheur
Contractor — Contract No. — F. A. Project No.
Submitted by O. G. McComb — Date reported August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material Bore #43, M.P. 27.56 (6.75)
Sampled at Depth 9-18"
To be used Subgrade — Date received July 31, 1953
Sampled by Wm. P. Milne — Quantity represented
Laboratory No. 313765 — Type of Material Soil & Rock
Data Sheet No. A-26368 — Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL	39	%
PI	9	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.59
Sand Equivalent 21.5 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
1½	1.5
1	1.5
3/4	1.0
1/2	2.8
4	8.1
10	9.5
20	7.3
40	8.9
60	8.0
140	11.6
200	3.9
P200	35.9

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	24.3	%
Coarse sand, 2.0 to 0.25 mm.	32.0	%	24.2	%
Fine sand, 0.25 to 0.05 mm.	21.5	%	16.3	%
Silt, 0.05 to 0.005 mm.	29.5	%	22.3	%
Clay, smaller than 0.005 mm.	17.0	%	12.9	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
89.6	27.1
90.3	30.1
87.8	31.9

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	31.9	33.9	37.0
Depth Ratio Z/R	1.50	2.50	2.75
Pavement Thickness, Z	12	20	22
Angle of Friction, ϕ °	11	5	5
Cohesion, C psi	5	2.5	0
R Value	41	21	18

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Horn
Engineer of Materials

State Printing 67643

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #42, M.P. 27.31 (6.50) R edge oil		
Sampled at	Depth 9½-15"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313764	Type of Material	Soil & Rock
Data Sheet No.	A-26367	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	0	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.54	
Sand Equivalent	15.3	%

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
2	5.5
1½	8.9
1	3.4
3/4	1.7
1/2	4.7
4	13.7
10	7.0
20	4.6
40	4.4
60	4.0
140	8.6
200	3.3
P200	30.2

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	45.0	%
Coarse sand, 2.0 to 0.25 mm.	23.6	%	13.0	%
Fine sand, 0.25 to 0.05 mm.	22.9	%	12.6	%
Silt, 0.05 to 0.005 mm.	34.0	%	18.7	%
Clay, smaller than 0.005 mm.	19.5	%	10.7	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
86.3	28.9
87.7	30.4
87.4(lost water)	32.4

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	32.4	34.6	36.4
Depth Ratio Z/R	1.25	1.55	2.40
Pavement Thickness, Z	10	12	20
Angle of Friction, ϕ °	15	13	5.5
Cohesion, C psi	5	4	2
R Value	49	42	22

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kama

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #41, M.P. 27.06 (6.35) R edge oil		
Sampled at	Depth 7-18"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313763	Type of Material	Soil & Rock
Data Sheet No.	A-26366	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	35	%
PI	0	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.48

Sand Equivalent 21.9 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
3/4	2.8
1/2	.8
4	2.2
10	2.1
20	5.5
40	8.8
60	8.8
140	16.4
200	6.4
P200	46.2

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
78.8	31.5
79.4	34.5
78.3	37.0

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	7.9 %
Coarse sand, 2.0 to 0.25 mm.	25.2 %	23.1 %
Fine sand, 0.25 to 0.05 mm.	25.8 %	23.8 %
Silt, 0.05 to 0.005 mm.	35.5 %	32.8 %
Clay, smaller than 0.005 mm.	13.5 %	12.4 %
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	37.0	37.9	41.4
Depth Ratio Z/R	.80	1.15	1.70
Pavement Thickness, Z	6	9	14
Angle of Friction, ϕ °	27	19	11
Cohesion, C psi	3	2	2
R Value	66	52	36

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kuna

Engineer of Materials

State Printing 67648

E-50—12M—6-53

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor	Contract No.	F. A. Project No.	
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #40, M.P. 26.56 (5.75) R edge oil		
Sampled at	Depth 9½-18"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313762	Type of Material	Soil & Rock
Data Sheet No.	A-26365	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	47	%
PI	16	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.54	
Sand Equivalent	7.1	%

WET SIEVE ANALYSIS:

Ret. on Sieve	% Single
2	4.3
1½	6.9
1	8.2
3/4	2.2
1/2	5.2
4	11.3
10	7.4
20	4.9
40	4.4
60	3.3
140	5.8
200	2.3
P200	33.8

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	45.4	%
Coarse sand, 2.0 to 0.25 mm.	23.0	%	12.6	%
Fine sand, 0.25 to 0.05 mm.	14.5	%	7.9	%
Silt, 0.05 to 0.005 mm.	37.0	%	20.2	%
Clay, smaller than 0.005 mm.	25.5	%	13.9	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
90.0	25.1
91.6	27.0
89.6	28.6

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	28.6	32.1	34.6
Depth Ratio Z/R	1.10	1.50	2.40
Pavement Thickness, Z	9	12	20
Angle of Friction, ϕ °	14	10	6
Cohesion, C psi	10	6	1
R Value	55	41	22

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kuna

Engineer of Materials

State Printing 07648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #39, M.P. 26.31 (5.50) R edge oil		
Sampled at	Depth 7-18"		
To be used	Subgrade, earthwork	Date received	July 31, 1953
Sampled by	Wm. E. Milne	Quantity represented	
Laboratory No.	313761	Type of Material	Soil & Gravel
Data Sheet No.	A-26364	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	14	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.50	
Sand Equivalent	11.5	%

WET SIEVE ANALYSIS:

Ret. on Sieve	% Single
2	2.8
1½	1.4
1	7.5
3/4	2.3
1/2	4.2
4	9.2
10	9.8
20	7.3
40	5.9
60	4.4
140	7.5
200	3.1
P200	34.6

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	37.2	%
Coarse sand, 2.0 to 0.25 mm.	28.0	%	17.6	%
Fine sand, 0.25 to 0.05 mm.	18.0	%	11.3	%
Silt, 0.05 to 0.005 mm.	37.5	%	23.5	%
Clay, smaller than 0.005 mm.	16.5	%	10.4	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
91.9	24.3
92.2	27.0
90.7	28.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	28.2	30.9	34.6
Depth Ratio Z/R	2.10	2.20	3.20
Pavement Thickness, Z	17	18	26
Angle of Friction, ϕ °	8	7.5	4
Cohesion, C psi	1	1	1
R Value	27	25	14

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

x Construction Engineer H. G. Smith

x Maintenance Engineer E. A. Collier

Bridge Engineer

Requisition Office

x Division Engineer Parson

Resident Engineer

x Dist. Maint. Supt. McComb

Foreman

x Files

x W. C. Williams

x R. Webber

x Milne

G. W. Horn

Engineer of Materials

State Printing 07648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project S. Unit, Princeton-Follyfarm
Highway
Contractor
Contract No.
Submitted by O. G. McComb

Prefix No. 123-1465
County Malheur
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material Bore #38, M.P. 26.06(5.25) L edge oil
Sampled at Depth 6-12"
To be used Subgrade, earthwork
Sampled by Wm. P. Milne
Laboratory No. 313760
Data Sheet No. A-26363

Date received July 31, 1953
Quantity represented
Type of Material Soil & Gravel
Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL	44	%
PI	18	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67
Sand Equivalent 12.4 %

NET SIEVE ANALYSIS:

Ret. on	% Single Sieve
1½	2.8
1	2.8
3/4	4.5
1/2	5.3
4	12.9
10	8.3
20	6.0
40	6.0
60	4.9
140	8.2
200	2.8
P200	35.5

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	36.6	%
Coarse sand, 2.0 to 0.25 mm.	26.6	%	16.9	%
Fine sand, 0.25 to 0.05 mm.	21.9	%	13.9	%
Silt, 0.05 to 0.005 mm.	31.5	%	19.9	%
Clay, smaller than 0.005 mm.	20.0	%	12.7	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
97.4	22.1
97.8	24.3
96.7	26.0

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	[illegible]
% Compaction	100	100	100
% Moisture	26.0	29.5	34.6
Depth Ratio Z/R	1.70	2.40	2.50
Pavement Thickness, Z	14	20	20
Angle of Friction, ϕ °	10	5	5
Cohesion, C psi	4	3	2
R Value	36	22	21

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kerr
Engineer of Materials

State Printing 67648

—12M—6-53

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor	Contract No.	F. A. Project No.	
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #37, M.P. 25.86 (5.00) R edge at oil		
Sampled at	Depth 6-12"		
To be used	Subgrade, Earthwork	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313759	Type of Material	Soil & Gravel
Data Sheet No.	A-26362	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	44	%
PI	16	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.66

Sand Equivalent 14.7 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
3	17.9
2	8.2
1½	10.6
1	10.0
3/4	4.8
1/2	7.3
4	16.7
10	7.7
20	3.2
40	1.8
60	1.0
140	1.5
200	.5
P200	8.8

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	83.2	%
Coarse sand, 2.0 to 0.25 mm.	35.8	%	6.0	%
Fine sand, 0.25 to 0.05 mm.	12.7	%	2.1	%
Silt, 0.05 to 0.005 mm.	31.5	%	5.3	%
Clay, smaller than 0.005 mm.	20.0	%	3.4	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
112.4	15.0
114.3	17.1
112.2	18.4

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~
% Compaction	100	100 #
% Moisture	18.4	22.4
Depth Ratio Z/R	2.65	3.50
Pavement Thickness, Z	21	28
Angle of Friction, ϕ °	4	3
Cohesion, C psi	2	1
R Value	19	12

Remarks:

#Too wet to run.

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
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G. W. Hoxa

Engineer of Materials

State Printing 67643

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #36, M.P. 25.56 (4.75) R edge of oil		
Sampled at	Depth 10-18"		
To be used	Subgrade, Earthwork	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313758	Type of Material	Soil & Rock
Data Sheet No.	A-26361	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	47	%
PI	21	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.64

Sand Equivalent 6.3 %

WET SIEVE ANALYSIS:

Ret. on Sieve	% Single
3	21.6
2	12.1
1½	7.9
1	6.3
¾	4.4
½	4.8
4	7.9
10	5.3
20	3.6
40	2.4
60	1.4
140	2.1
200	.9
P200	19.3

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	70.3	%
Coarse sand, 2.0 to 0.25 mm.	24.8	%	7.4	%
Fine sand, 0.25 to 0.05 mm.	11.2	%	3.3	%
Silt, 0.05 to 0.005 mm.	34.0	%	10.1	%
Clay, smaller than 0.005 mm.	30.0	%	8.9	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
100.7	20.4
104.1	21.7
99.9	23.8

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	#
% Moisture	23.8	27.9	
Depth Ratio Z/R	2.05	2.85	
Pavement Thickness, Z	16	23	
Angle of Friction, ϕ °	7	4	
Cohesion, C psi	3.5	2	
R Value	28	17	

Remarks:

#Too wet to run.

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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x Division Engineer Parson
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x R. Webber
x Milne

G. W. Horn

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor	Contract No.	F. A. Project No.	
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #35, M.P. 25.31 (4.50) R edge oil		
Sampled at	Depth 6"-14"		
To be used	Subgrade, Earthwork	Date received	July 13, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313757	Type of Material	Soil & Rock
Data Sheet No.	A-26360	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	44	%
PI	16	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.58	
Sand Equivalent	7.8	%

WET

SIEVE ANALYSIS:

Ret. on	% Single Sieve
3	6.5
2	2.3
1½	6.0
1	1.9
3/4	1.4
1/2	4.5
4	9.6
10	5.6
20	4.0
40	3.7
60	2.7
140	5.3
200	2.2
P200	44.3

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
95.0	22.7
95.4	25.1
92.9	27.1

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	37.8	%
Coarse sand, 2.0 to 0.25 mm.	16.8	%	10.4	%
Fine sand, 0.25 to 0.05 mm.	16.7	%	10.4	%
Silt, 0.05 to 0.005 mm.	36.5	%	22.7	%
Clay, smaller than 0.005 mm.	30.0	%	18.7	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	27.1	30.0	33.5
Depth Ratio Z/R	2.15	2.50	3.05
Pavement Thickness, Z	18	20	24
Angle of Friction, ϕ °	8	5.5	4
Cohesion, C psi	6	2	1
R Value	26	21	15

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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G. W. Kosa

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #34, M.P. 25.06 (4.35) R edge of oil		
Sampled at	Depth 5-12"		
To be used	Subgrade, Earthwork	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313756	Type of Material	Soil & Rock
Data Sheet No.	A-26359	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	48	%
PI	9	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.49	
Sand Equivalent	17.4	%

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
2	4.2
1½	5.2
1	8.9
3/4	3.1
1/2	5.2
4	4.3
10	9.5
20	4.2
40	5.5
60	4.5
140	8.8
200	3.5
P200	33.1

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	40.4	%
Coarse sand, 2.0 to 0.25 mm.	23.8	%	14.2	%
Fine sand, 0.25 to 0.05 mm.	24.7	%	14.7	%
Silt, 0.05 to 0.005 mm.	31.5	%	18.8	%
Clay, smaller than 0.005 mm.	20.0	%	11.9	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
79.1	33.4
79.4	36.1
78.8	38.5

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	38.5	40.1	43.7
Depth Ratio Z/R	1.45	1.85	2.30
Pavement Thickness, Z	12	15	18
Angle of Friction, ϕ °	13	10	6.5
Cohesion, C psi	2	2	1
R Value	42	32	24

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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G. W. Horn

Engineer of Materials

State Printing 87648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #29, M.P. 24.81 (4.00) R. edge of		
Sampled at	Depth 9"-18"		
To be used	Subgrade, Earthwork	Date received	July 31 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313755	Type of Material	Soil & Rock
Data Sheet No.	A-26358	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	41	%
PI	13	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.53

Sand Equivalent 7.9 %

WET SIEVE ANALYSIS:

Ret. on Sieve	% Single
3	8.0
1	2.0
3/4	2.5
1/2	.8
4	6.8
10	8.0
20	2.7
40	4.2
60	3.6
140	7.2
200	2.9
P200	51.3

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
92.8	21.2
93.7	23.6
93.2	25.2

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	28.1	%
Coarse sand, 2.0 to 0.25 mm.	14.6	%	10.5	%
Fine sand, 0.25 to 0.05 mm.	19.9	%	14.3	%
Silt, 0.05 to 0.005 mm.	37.0	%	26.6	%
Clay, smaller than 0.005 mm.	28.5	%	20.5	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	[illegible]
% Compaction	100	100	100
% Moisture	25.2	27.4	32.6
Depth Ratio Z/R	.85	1.25	2.95
Pavement Thickness, Z	7	10	24
Angle of Friction, ϕ °	24	15	4.5
Cohesion, C psi	4	3.5	0
R Value	65	48	16

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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G. W. Kuna

Engineer of Materials

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #32, M.P. 24.56 (3.75) Rt. edge oil		
Sampled at	Depth 7½-14"		
To be used	Subgrade, Earthwork	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313754	Type of Material	Soil & Rock
Data Sheet No.	A-26357	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	35	%
PI	3	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.42	
Sand Equivalent	16.1	%

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
1½	1.7
1	4.0
3/4	2.3
1/2	2.9
4	11.9
10	7.5
20	2.4
40	4.2
60	4.5
140	10.9
200	5.4
P200	42.3

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
87.8	25.2
88.3	26.7
86.9	28.6

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	30.3	%
Coarse sand, 2.0 to 0.25 mm.	15.8	%	11.1	%
Fine sand, 0.25 to 0.05 mm.	32.7	%	22.8	%
Silt, 0.05 to 0.005 mm.	35.0	%	24.3	%
Clay, smaller than 0.005 mm.	16.5	%	11.5	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	28.6	31.4	33.9
Depth Ratio Z/R	1.00	1.55	2.75
Pavement Thickness, Z	8	12	22
Angle of Friction, ϕ °	21.5	12.5	5.5
Cohesion, C psi	3	3	0
R Value	58	40	18

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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Bridge Engineer
Requisition Office
x Division Engineer Parson
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x Milne

G. W. Kosa

Engineer of Materials

State Printing 07648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Princeton-Follyfarm	Prefix No.	123-1465
Highway		County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. A. White	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	1.0 mi. west of Malheur Co. Line		
Sampled at	Depth below 7"		
To be used	Base	Date received	July 16, 1953
Sampled by	O. A. White	Quantity represented	
Laboratory No.	312349	Type of Material	Soil
Data Sheet No.	A-27621	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	20	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.46

Sand Equivalent 6.9 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	33.4
10	1.5
20	2.2
40	3.1
60	3.5
140	7.6
200	2.9
P200	45.8

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
84.5	21.3
89.9	23.3
89.5	25.7
89.3	27.7

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	34.9	%
Coarse sand, 2.0 to 0.25 mm.	13.6	%	8.8	%
Fine sand, 0.25 to 0.05 mm.	12.9	%	8.4	%
Silt, 0.05 to 0.005 mm.	43.0	%	28.0	%
Clay, smaller than 0.005 mm.	30.5	%	19.9	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	27.7	31.1	33.9
Depth Ratio Z/R	1.25	2.05	2.95
Pavement Thickness, Z	10	16	24
Angle of Friction, ϕ °	13	6	3.5
Cohesion, C psi	7	4.5	2
R Value	48	28	16

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

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Bridge Engineer

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: Princeton-Follyfarm
Highway:
Contractor: Contract No.:
Submitted by: O. A. White

Prefix No.: 123-1465
County: Malheur
F. A. Project No.:
Date reported: August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material: 1.0 mi. west of Malheur Co. Line
Sampled at: Depth 1"-7"
To be used: Base
Sampled by: O. A. White
Laboratory No.: 312348
Data Sheet No.: A-27621

Date received: July 16, 1953
Quantity represented:
Type of Material: Soil
Sample No.:

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	21	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group:

Sp. Gr. (Le Chatelier): 2.72
Sand Equivalent: 10.3 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	58.1
10	3.6
20	3.9
40	4.3
60	3.8
140	6.0
200	1.7
P200	18.6

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	61.7	%
Coarse sand, 2.0 to 0.25 mm.	31.2	%	12.0	%
Fine sand, 0.25 to 0.05 mm.	17.3	%	6.6	%
Silt, 0.05 to 0.005 mm.	34.0	%	13.0	%
Clay, smaller than 0.005 mm.	17.5	%	6.7	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
94.6	18.5
100.1	20.9
100.0	23.0

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	23.0	25.2	29.5
Depth Ratio Z/R	.75	1.35	2.85
Pavement Thickness, Z	6	11	23
Angle of Friction, ϕ °	29	12	4
Cohesion, C psi	11	6	1
R Value	78	45	17

Remarks:
Abrasion loss, LAR 50.9%
Sp. Gr. 2.71
Fines from abrasion: LL - 29; PI - 0

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Rome	County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. A. White	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	S. Slope, 1.0 mi. from Follyfarm		
Sampled at	Depth 6-11"		
To be used	Base & Subbase	Date received	July 16, 1953
Sampled by	O. A. White	Quantity represented	
Laboratory No.	312347	Type of Material	Soil
Data Sheet No.	A-27620	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	47	%
PI	22	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.54

Sand Equivalent 8.2 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	50.0
10	5.0
20	3.8
40	3.2
60	2.8
140	5.0
200	2.0
P200	28.2

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
90.6	21.6
93.9	24.2
91.8	26.9

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	55.0	%
Coarse sand, 2.0 to 0.25 mm.	21.8	%	9.8	%
Fine sand, 0.25 to 0.05 mm.	14.7	%	6.6	%
Silt, 0.05 to 0.005 mm.	36.5	%	16.4	%
Clay, smaller than 0.005 mm.	27.0	%	12.2	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	26.9	29.3	33.0
Depth Ratio Z/R	1.50	2.35	2.85
Pavement Thickness, Z	12	19	23
Angle of Friction, ϕ °	11	5	4.5
Cohesion, C psi	5	4	1
R Value	41	23	17
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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H. V. Howe
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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Rome	County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. A. White	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	S. Slope, 1.0 mi. from Follyfarm		
Sampled at	Depth 1-5"		
To be used	Base & Subbase	Date received	July 16, 1953
Sampled by	O. A. White	Quantity represented	
Laboratory No.	312346	Type of Material	Soil
Data Sheet No.	A-27620	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	41	%
PI	18	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.64

Sand Equivalent 9.8 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	36.7
10	4.1
20	3.8
40	4.7
60	4.3
140	6.9
200	2.4
P200	37.1

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
93.4	18.7
98.0	20.6
100.1	22.7
95.0	24.6

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	24.6	26.9	31.2
Depth Ratio Z/R	1.10	1.80	2.40
Pavement Thickness, Z	9	15	20
Angle of Friction, ϕ °	18.5	8	6
Cohesion, C psi	4	5	1.5
R Value	54	33	22

Remarks:

Abrasion loss, LAR 49.0%

Sp. Gr. 2.74

Fines from abrasion: L.L. 26, P.I. 0

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	40.8	%
Coarse sand, 2.0 to 0.25 mm.	21.6	%	12.8	%
Fine sand, 0.25 to 0.05 mm.	19.4	%	11.5	%
Silt, 0.05 to 0.005 mm.	36.5	%	21.6	%
Clay, smaller than 0.005 mm.	22.5	%	13.3	%
Colloids, smaller than 0.001 mm.		%		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
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G. W. Kiesa

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Rome	County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #19, M.P. 21.31, R. edge of oil		
Sampled at	Depth 8"-15"		
To be used	Subgrade, Earthwork	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311712	Type of Material	Soil & Rock
Data Sheet No.	A-26019	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	64	%
PI	33	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.60

Sand Equivalent 7.6 %

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	36.3
3	----
2	9.4
1½	1.8
1	4.5
3/4	1.8
1/2	2.6
4	3.6
10	2.9
20	2.2
40	2.5
60	1.9
140	2.6
200	.7
P200	27.2

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	63.0	%
Coarse sand, 2.0 to 0.25 mm.	18.0	%	6.6	%
Fine sand, 0.25 to 0.05 mm.	11.5	%	4.3	%
Silt, 0.05 to 0.005 mm.	40.5	%	15.0	%
Clay, smaller than 0.005 mm.	30.0	%	11.1	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
79.9	27.9
85.1	31.0
84.5	33.3

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	33.3	38.1	43.1
Depth Ratio Z/R	1.15	1.65	2.30
Pavement Thickness, Z	9	13	18
Angle of Friction, ϕ°	12	7	6
Cohesion, C psi	10	9	3
R Value	52	37	24

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
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Bridge Engineer
Requisition Office
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x R. Webber
x Milne

G. W. Kerr

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Rome	County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #18, M.P. 21.06, R. edge of oil		
Sampled at	Depth 4½"-18"		
To be used	Earthwork, Subgrade	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311711	Type of Material	Soil & Rock
Data Sheet No.	A-26018	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	51	%
PI	16	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.59

Sand Equivalent 14.1 %

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
3	8.1
2	16.2
1½	6.2
1	6.2
3/4	4.0
1/2	3.4
4	14.6
10	6.2
20	4.0
40	3.4
60	2.5
140	4.3
200	1.5
P200	19.4

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	64.9	%
Coarse sand, 2.0 to 0.25 mm.	28.2	%	9.9	%
Fine sand, 0.25 to 0.05 mm.	21.3	%	7.5	%
Silt, 0.05 to 0.005 mm.	36.0	%	12.6	%
Clay, smaller than 0.005 mm.	14.5	%	5.1	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
86.5	20.1
88.9	21.5
93.6	24.1
94.7(lost water)	25.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	25.2	30.5	33.9
Depth Ratio Z/R	0.95	1.70	3.20
Pavement Thickness, Z	8	14	26
Angle of Friction, ϕ °	20.5	8	2.5
Cohesion, C psi	6	6.5	3
R Value	62	36	14
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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Bridge Engineer
Requisition Office
X Division Engineer Parson
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X R. Webber
X Milne

G. W. Kuns

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: S. Unit, Princeton-Follyfarm
Highway: Princeton-Rome
Contractor:
Submitted by: O. G. McComb
Contract No.:
Prefix No. 123-1465
County: Malheur
F. A. Project No.:
Date reported: August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material: Bore #17, M.P. 20.81, R. edge of oil
Sampled at: Depth 9"-18"
To be used: Earthwork, Subgrade
Sampled by: W. P. Milne
Laboratory No.: 311710
Data Sheet No.: A-26017
Date received: July 8, 1953
Quantity represented:
Type of Material: Soil & Rock
Sample No.:

TEST RESULTS

SOIL ANALYSIS:

LL	46	%
PI	16	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.60
Sand Equivalent 10.9 %

WET

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	12.3
3	----
2	7.3
1½	8.3
1	4.3
3/4	3.6
1/2	4.0
4	11.0
10	4.1
20	3.2
40	3.6
60	3.1
140	5.1
200	1.7
P200	28.4

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
85.9	24.2
90.1	26.3
92.3	28.2
89.5	29.9

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	29.9	35.3	39.5
Depth Ratio Z/R	1.65	2.40	3.35
Pavement Thickness, Z	13	20	27
Angle of Friction, ϕ °	8	5	2.5
Cohesion, C psi	7	3.5	2
R Value	37	22	13

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	54.8	%
Coarse sand, 2.0 to 0.25 mm.	21.8	%	9.9	%
Fine sand, 0.25 to 0.05 mm.	19.7	%	8.9	%
Silt, 0.05 to 0.005 mm.	31.5	%	14.2	%
Clay, smaller than 0.005 mm.	27.0	%	12.2	%
Colloids, smaller than 0.001 mm.		%		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

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G. W. Kuhn

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Rome	County	Malheur
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McCoMb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #13, M.P. 23.46, L edge of oil		
Sampled at	Depth 5"-12"		
To be used	Earthwork, Subgrade	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311709	Type of Material	Soil & Rock
Data Sheet No.	A-26016	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	44	%
PI	15	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.54

Sand Equivalent 9.1%

Wet SIEVE ANALYSIS:

Ret. on	% Single Sieve
1/2	2.2
4	11.6
10	8.8
20	3.7
40	4.6
60	4.3
140	9.1
200	3.7
P200	52.0

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
87.1	26.4
88.5	28.4
83.6	31.5

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	22.6	%
Coarse sand, 2.0 to 0.25 mm.	16.4	%	12.6	%
Fine sand, 0.25 to 0.05 mm.	23.1	%	17.9	%
Silt, 0.05 to 0.005 mm.	41.0	%	31.8	%
Clay, smaller than 0.005 mm.	19.5	%	15.1	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	31.5	37.6	42.2
Depth Ratio Z/R	1.85	2.25	3.35
Pavement Thickness, Z	15	22	27
Angle of Friction, ϕ °	8.5	4.5	3.5
Cohesion, C PSI	3.5	1.5	.5
Remarks: R Value	32	18	13

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

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x Maintenance Engineer E. A. Collier

Bridge Engineer

Requisition Office

x Division Engineer Parson

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x W. C. Williams

x R. Webber

x Milne

G. H. [illegible]

Engineer of Materials

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Rome	County	Malheur
Contractor	Contract No.	F. A. Project No.	
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #5, M.P. 28.06, L. edge of oil		
Sampled at	Depth 6"-12"		
To be used	Earthwork, subgrade	Date received	July 8, 1953
Sampled by	W. P. Milne	Quantity represented	
Laboratory No.	311708	Type of Material	Soil & Rock
Data Sheet No.	A-26014	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	53	%
PI	25	%
FME		%
SL		%
R		%
CI		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.62

Sand Equivalent 6.1%

SIEVE ANALYSIS:

Ret. on	% Single Sieve
3	33.9
1/2	1.5
4	1.9
10	2.8
20	2.9
40	3.2
60	2.8
140	4.8
200	1.8
P200	44.4

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
83.7	26.6
86.3	29.0
88.0	31.0
85.0	33.3

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	40.0	%
Coarse sand, 2.0 to 0.25 mm.	14.8	%	8.9	%
Fine sand, 0.25 to 0.05 mm.	10.7	%	6.4	%
Silt, 0.05 to 0.005 mm.	40.5	%	24.3	%
Clay, smaller than 0.005 mm.	34.0	%	20.4	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[redacted]	
% Compaction	100	100	100
% Moisture	33.3	38.9	41.6
Depth Ratio Z/R	1.30	1.70	2.05
Pavement Thickness, Z	11	14	16
Angle of Friction, ϕ °	9.5	7	4.5
Cohesion, C PSI	11	8.5	7.5
Remarks: R Value	47	36	28

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
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x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
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State Printing 80773

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton-Follyfarm	Prefix No.	123-1465
Highway	Princeton-Roma	County	Malhuer
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #2, M. P. 28.81, L. edge of oil		
Sampled at	Depth 9"-18"		
To be used	Earthwork, subgrade	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311707	Type of Material	Soil & Rock
Data Sheet No.	A-26012	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	47	%
PI	17	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.58

Sand Equivalent 11.0%

WET SIEVE ANALYSIS:

Ret. on	% Single Sieve
1/2	2.2
4	5.9
10	10.9
20	7.6
40	7.6
60	5.2
140	8.3
200	3.2
P200	49.1

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
83.8	26.5
88.8	28.4
87.4	30.9

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	19.0	%
Coarse sand, 2.0 to 0.25 mm.	25.2	%	20.4	%
Fine sand, 0.25 to 0.05 mm.	20.3	%	16.4	%
Silt, 0.05 to 0.005 mm.	36.5	%	29.6	%
Clay, smaller than 0.005 mm.	18.0	%	14.6	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]
% Compaction	100	100 #
% Moisture	30.9	36.4
Depth Ratio Z/R	1.25	2.50
Pavement Thickness, Z	10	20
Angle of Friction, ϕ °	14	5.5
Cohesion, C PSI	5.5	1.5
Remarks: R Value	48	21

#Too wet to run.

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
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x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
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G. H. Gibbs

Engineer of Materials

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Princeton-Follyfarm South Unit
Highway
Contractor
Contract No.
Submitted by O. A. White

Prefix No. 123-1465
County Malheur
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Pit M.P. 31.1, Princeton-Follyfarm
Sampled at Pit
To be used
Sampled by O. A. White

Date received July 16, 1953
Quantity represented

TEST RESULTS

Laboratory No. 312337
Data Sheet No. A-27619

Type of material Cinders
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	44.5%	
Specific gravity (Le Chatelier)	2.66	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines	0	%
Liquid limit: Natural fines	47	%
Manufactured fines	31	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
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X Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
X Division Engineer Parson
Resident Engineer
X Dist. Maint. Supt. McComb
Foreman
X Files
X W. C. Williams
X R. Webber
X Milne

G. W. Rivera
Engineer of Materials

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project S. Unit, Princeton-Folly Farm
Highway Princeton-Rome
Contractor
Contract No.
Submitted by O. G. McComb

Prefix No. 123-1465
County Malheur
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Play Lake Beach Bar
Sampled at Test Pit #8
To be used Base Surfacing
Sampled by W. P. Milne
Date received July 7, 1953
Quantity represented 20 to 25000 cy

TEST RESULTS

Laboratory No. 311646
Data Sheet No. A-26376
Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	5.3	5.3	
1	13.6	18.9	
3/4	7.9	26.8	
1/2	7.4	34.2	
1/4	10.2	44.4	
10	13.2	57.6	
40	29.0	86.6	
P40	13.4	13.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	Insuff. Mat'l.	
Specific gravity (Le Chatelier)	"	"
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	0.1	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	25	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kerr
Engineer of Materials

State Printing 66226

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project S. Unit, Princeton-Follyfarm
Highway Princeton-Rome
Contractor
Contract No.
Submitted by O. G. McComb

Prefix No. 123-1465
County Malheur
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Play Lake Beach Bar
Sampled at Test Pit #7
To be used Base Surfacing
Sampled by W. P. Milne

Date received July 7, 1953
Quantity represented 20 to 25000 cy

TEST RESULTS

Laboratory No. 311645
Data Sheet No. A-26376

Type of material Gravel
Screen opening: To ¼": .....Square.....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.1	4.1	
1½	10.5	14.6	
1	9.9	24.5	
3/4	4.1	28.6	
1/2	4.5	33.1	
1/4	8.2	41.3	
10	21.3	62.6	
40	17.2	79.8	
P40	20.2	20.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	Insuff. Mat'l.	
Specific gravity (Le Chatelier)	"	"
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	0.1	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
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G. W. Hanna
Engineer of Materials

State Printing 96236

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project S. Unit, Princeton-Folly Farm
Highway Princeton-Rome
Contractor
Submitted by O. G. McComb
Contract No.
Prefix No. 123-1465
County Malhuer
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Play Lake Beach Bar
Sampled at Test Pit #6
To be used Base Surfacing
Sampled by W. P. Milne
Date received July 7, 1953
Quantity represented 20 to 25000 cy

TEST RESULTS

Laboratory No. 311644
Data Sheet No. A-26376
Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	2.9	2.9	
1½	9.2	12.1	
1	10.3	22.4	
3/4	6.7	29.1	
1/2	8.8	37.9	
1/4	11.9	49.8	
10	14.4	64.2	
40	20.5	84.7	
P40	15.3	15.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	Insuff. Mat'l.	
Specific gravity (Le Chatelier)	"	"
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	0.4	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	39	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
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Requisition Office
x Division Engineer Parson
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x Milne

G. W. Kosa
Engineer of Materials

State Printing 66126

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project S. Unit, Princeton -Folly Farm
Highway Princeton-Rome
Contractor
Submitted by O. G. McComb
Contract No.

Prefix No. 123-1465
County Malheur
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Play Lake Beach Bar
Sampled at Test Pit #2
To be used Base Surfacing
Sampled by W. P. Milne
Date received July 7, 1953
Quantity represented 20 to 25000 cy

TEST RESULTS

Laboratory No. 311643
Data Sheet No. A-26376
Type of material Gravel
Screen opening: To ¼": .....Square.....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.0	4.0	
1½	6.3	10.3	
1	13.6	23.9	
3/4	7.1	31.0	
1/2	7.7	38.7	
1/4	8.5	47.2	
10	16.5	63.7	
40	25.4	89.1	
P40	10.9	10.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	Insuff. Mat'l.	
Specific gravity (Le Chatelier)	"	"
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	0.1	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	29	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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x Milne

G. H. Kerr
Engineer of Materials

State Printing 60236

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project S. Unit, Princeton-FollyFarm — Prefix No. 123-1465
Highway Princeton-Rome — County Malheur
Contractor — Contract No. — F. A. Project No.
Submitted by O. G. McComb — Date reported August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Play Lake Beach Bar — Sampled at Test Pit #1
To be used Base Surfacing — Date received July 7, 1953
Sampled by W. P. Milne — Quantity represented 20 to 25000 cy

TEST RESULTS

Laboratory No. 311642 — Type of material Gravel
Data Sheet No. A-26376 — Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	7.1	7.1	
1	12.8	19.9	
3/4	8.4	28.3	
1/2	10.9	39.2	
1/4	15.7	54.9	
10	17.1	72.0	
40	21.9	93.9	
P40	6.1	6.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	20.0%	
Specific gravity (Le Chatelier)	2.82	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	0.1	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	25	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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x Files
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x Milne

G. H. Kerr
Engineer of Materials

State Printing 60226

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project S. Unit, Prrinceton - Follyfarm
Highway
Contractor or Foreman
Submitted by O. G. McComb
Paving Crew No.

Prefix No. 123-1465
County
Contract No.
F. A. Project No.
Date reported August 18, 1953

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type Mixture
Asphaltic cement Grade
Weather Date laid
Sampled by
Remarks:

Location by mile Bore #2 M.P. 28.81
Average thickness Lt. edge of oil.
Date received

TEST RESULTS

Laboratory No. 311725
Data Sheet No. A26010

Screen opening: To ¼ in. Square
¼ in. and below:— Square

Granulometric analysis:

Cut sample

Retained on	*Per cent single sieve*
1	0
3/4	7.7
1/2	30.9
1/4	31.0
4	5.9
No. 10	7.0
No. 40	6.1
No. 80	2.3
No. 200	1.6
Pass No. 200	2.4
Tar and/or bitumen	5.1

Aggregate passing No. 10 sieve:

Retained on	*Per cent single sieve*
No. 40	49.1
No. 80	18.6
No. 200	12.9
Pass No. 200	19.4

Location
Specific gravity
Voids
Voids mineral aggregate
Compaction
Thickness

REMARKS

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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Foreman
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x R. Webber
x Milne

G. W. Horn
Engineer of Materials

State Printing 66109

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: S. Unit - Princeton - Follyfarm — Prefix No.: 123-1465
Highway — County
Contractor — Contract No. — F. A. Project No.
Submitted by: O. G. McComb — Date reported: August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Quarry, M.P. 20.81, Rome-Princeton Hwy. — Sampled at: Stockpile M.P. 27.34
To be used: Oil Rock — Date received: July 8, 1953
Sampled by: Wm. P. Milne — Quantity represented

TEST RESULTS

Laboratory No.: 311726 — Type of material: Rock (Shale)
Data Sheet No.: A26006 — Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	.3	.3	
1/4	64.1	64.4	
10	29.0	93.4	
40	4.2	97.6	
80	.9	98.5	
200	.6	99.1	
Pass	.9	.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	0.2	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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Foreman
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x W. C. Williams
x R. Webber
x Milne

K. H. Evans
Engineer of Materials

State Printing 6/28

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: S. Unit, Princeton - Follyfarm
Prefix No.: 123-1465
Highway:
County:
Contractor:
Contract No.:
F. A. Project No.:
Submitted by: O. G. McComb
Date reported: August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Pit, M.P. 22.56 Rome - Princeton Hwy.
Sampled at: Sedge of Pit
To be used: Base Course
Date received: July 8, 1953
Sampled by: Wm. P. Milne
Quantity represented:

TEST RESULTS

Laboratory No.: 311720
Data Sheet No.: A26008
Type of material: Cinders
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	1.4	1.4	
1	1.4	2.8	
3/4	2.1	4.9	
1/2	6.4	11.3	
1/4	14.2	25.5	
10	19.9	45.4	
40	26.3	71.7	
80	16.3	88.0	
200	8.5	96.5	
Pass	3.5	3.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	53.6
Specific gravity (Le Chatelier)	2.71
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	%
Manufactured fines	%
Liquid limit: Natural fines	%
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
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x W. C. Williams
x R. Webber
x Milne

G. W. Peterson
Engineer of Materials

State Printing 6836

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: S. Unit, Princeton - Follyfarm
Highway:
Contractor: O. G. McComb
Submitted by: O. G. McComb

Prefix No.: 123-1465
County:
Contract No.:
F. A. Project No.:
Date reported: August 18, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Rome-Princeton Hwy. Pit M.P. 22.56
Sampled at: Center of Pit
To be used: Base Course
Sampled by: Wm. P. Milne
Date received: July 8, 1953
Quantity represented:

TEST RESULTS

Laboratory No.: 311719
Data Sheet No.: A26007
Type of material: Cinders
Screen opening: To ¼": .....Square.....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	19.1	19.1	
2	4.8	23.9	
1½	12.7	36.6	
1	10.4	47.0	
3/4	6.3	53.3	
1/2	7.9	61.2	
1/4	9.5	70.7	
10	7.1	77.8	
40	7.9	85.7	
80	7.1	92.8	
200	4.8	97.6	
Pass	2.4	2.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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Foreman
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x Milne

Engineer of Materials

State Printing 6820

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #31 M.P. 24.31 (3.50) R. edge oil		
Sampled at	Depth 7½" - 18"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313774	Type of Material	Soil & Rock
Data Sheet No.	A26356	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	40	%
PI	15	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.54

Sand Equivalent 6.5 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	3.3
10	4.8
20	2.8
40	2.8
60	2.9
140	8.8
200	4.6
P200	70.0

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
90.3	22.9
94.6	25.1
92.2	27.3

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	8.1	%
Coarse sand, 2.0 to 0.25 mm.	9.2	%	8.5	%
Fine sand, 0.25 to 0.05 mm.	19.8	%	18.2	%
Silt, 0.05 to 0.005 mm.	38.5	%	35.3	%
Clay, smaller than 0.005 mm.	32.5	%	29.9	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	27.3	27.7	29.2
Depth Ratio Z/R	1.30	2.10	2.85
Pavement Thickness, Z	11	17	23
Angle of Friction, ϕ °	13.5	6.5	5.5
Cohesion, C psi	6	3	1
R Value	47	27	17

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
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x Milne

G. W. Kosa

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project S. Unit, Princeton - Follyfarm — Prefix No. 123-1465
Highway — County
Contractor — Contract No. — F. A. Project No.
Submitted by O. G. McComb — Date reported August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material Bore #30 M.P. 24.06 (3.25) R. Edge of Oil
Sampled at Depth 7 - 18"
To be used Subgrade — Date received July 31, 1953
Sampled by Wm. P. Milne — Quantity represented
Laboratory No. 313773 — Type of Material Soil & Rock
Data Sheet No. A26355 — Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL	36	%
PI	13	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.56
Sand Equivalent 6.6 %

SIEVE ANALYSIS: Wet

Ret. on Sieve	% Single
2 - P200	8.8 - 53.2
1½	1.1
1	1.1
3/4	1.1
1/2	1.5
4	6.1
10	4.0
20	2.7
40	2.4
60	2.9
140	9.9
200	5.2

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	23.7	%
Coarse sand, 2.0 to 0.25 mm.	10.6	%	8.0	%
Fine sand, 0.25 to 0.05 mm.	29.9	%	22.8	%
Silt, 0.05 to 0.005 mm.	37.0	%	28.3	%
Clay, smaller than 0.005 mm.	22.5	%	17.2	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
91.9	19.2
95.5	22.5
97.6	23.5
94.5	25.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	25.2	26.4	28.9
Depth Ratio Z/R	1.00	1.55	2.75
Pavement Thickness, Z	8	12	22
Angle of Friction, ϕ °	13.5	10.5	4
Cohesion, C psi	6	5	2
R Value	58	40	18

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
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x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Horn
Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #29 M.P. 23.81 (3.00) R. edge of oil		
Sampled at	Depth 7" - 16"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313772	Type of Material	Soil & Rock
Data Sheet No.	A26354	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	36	%
PI	13	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.50

Sand Equivalent 4.4 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	2.6
10	1.8
40	2.5
20	1.9
60	2.9
140	8.6
200	3.4
P200	76.3

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
92.3	19.3
95.8	22.1
95.0	24.3

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	4.4	%
Coarse sand, 2.0 to 0.25 mm.	7.6	%	7.3	%
Fine sand, 0.25 to 0.05 mm.	17.4	%	16.6	%
Silt, 0.05 to 0.005 mm.	39.5	%	37.8	%
Clay, smaller than 0.005 mm.	35.5	%	33.9	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	24.3	25.9	26.7
Depth Ratio Z/R	1.35	2.20	2.65
Pavement Thickness, Z	11	18	21
Angle of Friction, ϕ °	12	6	5
Cohesion, C psi	6	3	2
R Value	45	25	19

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
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x R. Webber
x Milne

G. W. Kiesa

Engineer of Materials

State Printing 67048

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor	Contract No.	F. A. Project No.	
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #28 M.P. 23.56 (2.75) R. edge of oil		
Sampled at	Depth 7½ - 16"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313771	Type of Material	Rock & Soil
Data Sheet No.	A26353	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	48	%
PI	18	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.55

Sand Equivalent 5.1 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
2 - P200	2.8 - 57.5
1½	3.3
1	1.4
3/4	.5
1/2	----
4	3.6
10	4.8
20	3.5
40	4.7
60	4.2
140	9.4
200	4.3

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	16.4	%
Coarse sand, 2.0 to 0.25 mm.	14.8	%	12.4	%
Fine sand, 0.25 to 0.05 mm.	17.7	%	14.8	%
Silt, 0.05 to 0.005 mm.	37.0	%	30.9	%
Clay, smaller than 0.005 mm.	30.5	%	25.5	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
82.4	25.7
85.3	28.1
87.6	30.1
84.3	32.5

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	32.5	36.1	42.9
Depth Ratio Z/R	1.50	2.20	2.55
Pavement Thickness, Z	12	18	21
Angle of Friction, ϕ °	10	6	4.5
Cohesion, C psi	6	3	2
R Value	41	25	20

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
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State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #27 M.P. 23.31 (2.50) R. edge of oil		
Sampled at	Depth 8" - 16"		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313770	Type of Material	Soil & Rock
Data Sheet No.	A26352	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	38	%
PI	15	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.50

Sand Equivalent 6.9 %

SIEVE ANALYSIS: Wet

Ret. on Sieve	% Single
3 - #200	9.3 - 2.8
2 - #200	9.3 - 41.5
1½	2.9
1	2.1
3/4	2.9
1/2	2.0
4	4.9
10	3.9
20	3.8
40	4.0
60	3.6
140	7.0

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
96.4	20.5
96.9	22.5
92.9	25.1

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	37.4	%
Coarse sand, 2.0 to 0.25 mm.	18.2	%	11.4	%
Fine sand, 0.25 to 0.05 mm.	17.3	%	10.8	%
Silt, 0.05 to 0.005 mm.	38.0	%	23.8	%
Clay, smaller than 0.005 mm.	26.5	%	16.6	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	25.1	27.4	31.6
Depth Ratio Z/R	1.45	2.20	3.05
Pavement Thickness, Z	12	18	24
Angle of Friction, ϕ °	12	6	4
Cohesion, C psi	5	2.5	1
R Value	43	25	15

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #26 M.P. 23.06 (2.25)		
Sampled at	Depth 4 - 12" r. edge of Pav't.		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313769	Type of Material	Rock & Soil
Data Sheet No.	A26351	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	48	%
PI	24	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.58

Sand Equivalent 2.2 %

SIEVE ANALYSIS: Wet

Ret. on Sieve	% Single
2 - P200	8.7 - 58.4
1½	2.9
1	4.7
3/4	1.4
1/2	1.8
4	4.4
10	2.1
40	2.7
20	3.4
60	2.4
140	2.7
200	2.4

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	26.0	%
Coarse sand, 2.0 to 0.25 mm.	11.4	%	8.4	%
Fine sand, 0.25 to 0.05 mm.	12.1	%	8.9	%
Silt, 0.05 to 0.005 mm.	40.5	%	30.1	%
Clay, smaller than 0.005 mm.	36.0	%	26.6	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
90.2	22.2
94.8	23.6
94.6	25.4

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	25.4	29.0	33.2
Depth Ratio Z/R	1.00	1.75	2.40
Pavement Thickness, Z	8	14	20
Angle of Friction, ϕ °	13.5	6.5	5
Cohesion, C psi	13	7.5	3
R Value	60	34	22

Remarks:

RECOMMENDATIONS

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #46 M.P. 29.06 (8.25) r. edge of oil		
Sampled at	Depth 7 - 19		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313768	Type of Material	Soil & Rock
Data Sheet No.	A26371	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	15	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.59

Sand Equivalent 8.2 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
1½	.9
1	4.7
3/4	2.1
1/2	1.5
4	5.3
10	10.1
20	5.9
40	5.9
60	4.1
140	7.7
200	3.5
P200	48.3

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	24.6	%
Coarse sand, 2.0 to 0.25 mm.	21.0	%	15.9	%
Fine sand, 0.25 to 0.05 mm.	19.5	%	14.7	%
Silt, 0.05 to 0.005 mm.	35.5	%	26.7	%
Clay, smaller than 0.005 mm.	24.0	%	18.1	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
89.3	23.2
92.8	25.4
92.5	27.4

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	27.4	29.7	32.5
Depth Ratio Z/R	.85	1.35	2.35
Pavement Thickness, Z	7	11	19
Angle of Friction, ϕ °	16	10.5	5.5
Cohesion, C psi	13	8	3
R Value	64	46	23

Remarks:

RECOMMENDATIONS

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #45 M.P. 28.31 (7.50) R edge of oil		
Sampled at	Depth 7½ - 18		
To be used	Subgrade	Date received	July 31, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	313767	Type of Material	Soil & Rock
Data Sheet No.	A26370	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	38	%
PI	7	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67

Sand Equivalent 20.0 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve	
3 - 200	12.8 -	2.9
2 - P200	8.5 -	23.6
1½	6.4	
1	3.4	
3/4	2.7	
1/2	3.0	
4	5.6	
10	6.4	
20	5.2	
40	5.9	
60	5.3	
140	8.3	

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	48.8	%
Coarse sand, 2.0 to 0.25 mm.	32.2	%	16.4	%
Fine sand, 0.25 to 0.05 mm.	26.3	%	13.5	%
Silt, 0.05 to 0.005 mm.	27.5	%	14.1	%
Clay, smaller than 0.005 mm.	14.0	%	7.2	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
97.0	21.5
100.5	23.4
97.6	25.2

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	25.2	25.9	28.7
Depth Ratio Z/R	1.20	1.85	2.95
Pavement Thickness, Z	10	15	24
Angle of Friction, ϕ °	16	8	4
Cohesion, C psi	4.5	4.	1
R Value	51	32	16

Remarks:

RECOMMENDATIONS

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Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #9 MP 26.51 Lt. edge of oil		
Sampled at	Depth 2" - 12"		
To be used	Base Surfacing	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311724	Type of Material	Cinders
Data Sheet No.	A26015	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	45	%
PI	13	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.76

Sand Equivalent 13.4 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
2 - P200	9.9 - 13.1
1½	7.9
1	13.1
3/4	7.9
1/2	8.4
4	15.0
10	4.9
20	2.5
40	3.8
60	4.1
140	7.3
200	2.1

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	67.1	%
Coarse sand, 2.0 to 0.25 mm.	31.6	%	10.4	%
Fine sand, 0.25 to 0.05 mm.	32.9	%	10.8	%
Silt, 0.05 to 0.005 mm.	24.5	%	8.1	%
Clay, smaller than 0.005 mm.	11.0	%	3.6	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
82.7	21.5
88.7	23.7
87.7	29.9
87.6	31.3

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	[illegible]
% Compaction	100	100	100
% Moisture	31.3	35.0	37.4
Depth Ratio Z/R	0.80	1.15	2.15
Pavement Thickness, Z	6	9	18
Angle of Friction, ϕ °	29	17	5.5
Cohesion, C psi	0	5	4
R Value	66	53	26

Remarks:

RECOMMENDATIONS

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #5 MP 28.06 Lt. edge of Oil		
Sampled at	Depth 1" - 6"		
To be used	Base Surfacing	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311723	Type of Material	Cinders
Data Sheet No.	A26013	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	54	%
PI	24	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.72

Sand Equivalent 10.9 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
1½	2.3
1	4.2
3/4	2.8
1/2	5.6
4	10.4
10	7.5
20	4.8
40	6.6
60	6.7
140	11.6
200	3.8
P200	33.7

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	32.8	%
Coarse sand, 2.0 to 0.25 mm.	27.0	%	18.1	%
Fine sand, 0.25 to 0.05 mm.	26.0	%	17.5	%
Silt, 0.05 to 0.005 mm.	33.5	%	22.5	%
Clay, smaller than 0.005 mm.	13.5	%	9.1	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
79.1	19.8
83.3	22.2
87.0	24.7
88.9	27.3
87.3	30.0

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	30.0	33.5	36.4
Depth Ratio Z/R	1.05	1.50	2.40
Pavement Thickness, Z	8	12	20
Angle of Friction, ϕ °	22.5	11	6
Cohesion, C psi	0	5	2
R Value	56	41	22

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #2 MP 28.81 Lt. edge of oil		
Sampled at	Depth 1" - 9"		
To be used	Base Surfacing	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311722	Type of Material	Cinders
Data Sheet No.	A26011	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	41	%
PI	11	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.75

Sand Equivalent 13.3 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
1/2	1.3
4	11.5
10	8.2
20	4.4
40	7.0
60	7.0
140	11.4
200	3.2
P200	46.0

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
90.4	25.0
94.1	27.5
90.3	29.5

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	21.0	%
Coarse sand, 2.0 to 0.25 mm.	23.2	%	18.4	%
Fine sand, 0.25 to 0.05 mm.	24.3	%	19.2	%
Silt, 0.05 to 0.005 mm.	33.0	%	26.0	%
Clay, smaller than 0.005 mm.	19.5	%	15.4	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	29.5	31.6	34.6
Depth Ratio Z/R	1.20	1.60	2.35
Pavement Thickness, Z	10	13	19
Angle of Friction, ϕ °	15	8.5	6
Cohesion, C psi	5	7.5	2
R Value	50	38	23

Remarks: N. M. - 33.8%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #1 MP 29.36 L Edge of Oil		
Sampled at	Depth 3" - 9"		
To be used	Base Surfacing	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311721	Type of Material	Cinders
Data Sheet No.	A26009	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	45	%
PI	11	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.66

Sand Equivalent 18.2 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve	
4 - 140	20.0	- 4.9
3 - 200	---	- 1.6
2 - P200	---	- 16.8
1½	7.6	
1	4.1	
3/4	6.2	
1/2	13.8	
4	11.8	
10	3.5	
20	3.3	
40	3.4	
60	3.0	

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	67.1	%
Coarse sand, 2.0 to 0.25 mm.	29.4	%	9.7	%
Fine sand, 0.25 to 0.05 mm.	23.1	%	7.6	%
Silt, 0.05 to 0.005 mm.	31.0	%	10.2	%
Clay, smaller than 0.005 mm.	16.5	%	5.4	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f. % Moisture

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed
% Compaction		
% Moisture		
Depth Ratio Z/R		
Pavement Thickness, Z		
Angle of Friction, ϕ °		
Cohesion, C psi		
R Value		

Remarks: Insufficient fines for complete test.

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: S. Unit, Princeton - Follyfarm
Highway:
Contractor:
Submitted by: D. G. McComb
Contract No.:
Prefix No.: 123-1465
County:
F. A. Project No.:
Date reported: August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material: Bore #25 M.P. 22.81 R. edge of oil
Sampled at: Depth 8" - 16"
To be used: Subgrade, Earthwork
Sampled by: Wm. P. Milne
Laboratory No.: 311718
Data Sheet No.: A26025
Date received: July 8, 1953
Quantity represented:
Type of Material: Soil & Gravel
Sample No.:

TEST RESULTS

SOIL ANALYSIS:

LL	46	%
PI	23	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group:

Sp. Gr. (Le Chatelier): 2.73
Sand Equivalent: %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
3 - 200	5.1 - 3.0
2 - P200	3.5 - 28.6
1½	10.0
1	7.7
3/4	4.8
1/2	1.1
4	10.9
10	7.6
20	7.3
40	4.3
60	2.5
140	4.6

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	50.7	%
Coarse sand, 2.0 to 0.25 mm.	28.6	%	14.1	%
Fine sand, 0.25 to 0.05 mm.	17.4	%	8.6	%
Silt, 0.05 to 0.005 mm.	32.5	%	16.0	%
Clay, smaller than 0.005 mm.	21.5	%	10.6	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
101.0	19.1
106.1	21.0
102.8	23.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	23.2	26.9	31.4
Depth Ratio Z/R	1.75	2.35	2.75
Pavement Thickness, Z	14	19	22
Angle of Friction, ϕ °	7	5	5
Cohesion, C psi	7	4	1
R Value	34	23	18
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kosa

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor	Contract No.	F. A. Project No.	
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore # 24 M.P. 22.56		
Sampled at	Depth 8" - 16"		
To be used	Subgrade, Earthwork	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311717	Type of Material	Soil & Rock
Data Sheet No.	A26024	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	52	%
PI	21	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.70	
Sand Equivalent		%

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
3 - 200	12.3 - 1.8
2 - P200	9.7 - 20.6
1½	6.3
1	4.1
3/4	5.6
1/2	5.0
4	12.7
10	6.2
20	4.0
40	3.8
60	3.2
140	4.7

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	62.0	%
Coarse sand, 2.0 to 0.25 mm.	29.0	%	11.0	%
Fine sand, 0.25 to 0.05 mm.	17.0	%	6.5	%
Silt, 0.05 to 0.005 mm.	34.5	%	13.1	%
Clay, smaller than 0.005 mm.	14.5	%	7.4	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
82.3	24.7
87.4	27.0
91.3	28.7
87.8	31.4

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	31.4	34.2	38.3
Depth Ratio Z/R	1.35	2.00	2.75
Pavement Thickness, Z	11	16	22
Angle of Friction, ϕ °	10	6	3.5
Cohesion, C psi	9	6	3
R Value	46	29	18

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kosa

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Follyfarm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #23 MP 22.31 R. edge of oil		
Sampled at	Depth 7" - 15"		
To be used	Subgrade, Earthwork	Date received	July 8, 1953
Sampled by	Wm. P Milne	Quantity represented	
Laboratory No.	311716	Type of Material	Soil & Rock
Data Sheet No.	A26023	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	42	%
PI	22	%
FME		%
SL		%
R		%
Cf		%
LS		%
Classification—Group		
Sp. Gr. (Le Chatelier)	2.51	
Sand Equivalent		%

SIEVE ANALYSIS: Wet

Ret. on Sieve	% Single
1/2	1.6
4	7.8
10	4.6
20	3.6
40	2.4
60	2.2
140	4.6
200	2.1
P200	71.1

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	14.0	%
Coarse sand, 2.0 to 0.25 mm.	9.6	%	8.2	%
Fine sand, 0.25 to 0.05 mm.	10.9	%	9.4	%
Silt, 0.05 to 0.005 mm.	42.5	%	36.6	%
Clay, smaller than 0.005 mm.	37.0	%	31.8	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
91.7	23.3
93.9	25.2
89.8	28.5

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	28.5	31.9	35.7
Depth Ratio Z/R	1.55	2.35	2.95
Pavement Thickness, Z	12	19	24
Angle of Friction, ϕ °	8	4.5	4
Cohesion, C psi	8	4	2
R Value	40	23	16

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kuna

Engineer of Materials

State Printing 67646

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: S. Unit, Princeton - Folly Farm
Prefix No.: 123-1465
Highway:
County:
Contractor:
Contract No.:
F. A. Project No.:
Submitted by: O. G. McComb
Date reported: August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material: Bore #22 MP 2206 R. edge of Soil
Sampled at: Depth 7½" - 15"
To be used: Subgrade, Earthwork
Date received: July 8, 1953
Sampled by: Wm. P. Milne
Quantity represented:
Laboratory No.: 311715
Type of Material: Soil & Rock
Data Sheet No.: A26022
Sample No.:

TEST RESULTS

SOIL ANALYSIS:

LL	50	%
PI	23	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group:

Sp. Gr. (Le Chatelier): 2.72
Sand Equivalent: %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4 - 140	15.4 - 2.7
3 - 200	9.3 - .9
2 - P200	6.1 - 14.4
1½	6.5
1	6.1
3/4	5.3
1/2	7.3
4	11.3
10	6.2
20	3.9
40	2.8
60	1.8

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	73.5	%
Coarse sand, 2.0 to 0.25 mm.	32.2	%	8.5	%
Fine sand, 0.25 to 0.05 mm.	16.8	%	4.5	%
Silt, 0.05 to 0.005 mm.	33.5	%	8.9	%
Clay, smaller than 0.005 mm.	17.5	%	4.6	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
89.2	23.2
95.0	25.9
92.5	29.2

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	29.2	30.7	36.8
Depth Ratio Z/R	1.35	2.10	2.50
Pavement Thickness, Z	11	17	20
Angle of Friction, ϕ °	10.5	6.5	6
Cohesion, C psi	8	4	1
R Value	45	27	21

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kosa
Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	S. Unit, Princeton - Folly Farm	Prefix No.	123-1465
Highway		County	
Contractor		Contract No.	F. A. Project No.
Submitted by	O. G. McComb	Date reported	August 18, 1953

REPORT ON SAMPLE OF SOIL

Source of material	Bore #21 MP 21.81 R. Edge of Oil		
Sampled at	Depth 9" - 18"		
To be used	Subgrade, Earthwork	Date received	July 8, 1953
Sampled by	Wm. P. Milne	Quantity represented	
Laboratory No.	311714	Type of Material	Soil & Rock
Data Sheet No.	A26021	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	43%
PI	22%
FME	%
SL	%
R	%
Cl	%
LS	%
Classification—Group	
Sp. Gr. (Le Chatelier)	2.70
Sand Equivalent	%

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4 - 140	16.6 - 3.2
3 - 200	8.0 - 1.2
2 - P200	7.0 - 22.1
1½	---
1	6.0
3/4	5.0
1/2	1.3
4	14.8
10	6.5
20	4.0
40	2.4
60	1.9

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	65.2 %
Coarse sand, 2.0 to 0.25 mm.	23.8 %	8.3 %
Fine sand, 0.25 to 0.05 mm.	19.2 %	6.7 %
Silt, 0.05 to 0.005 mm.	38.5 %	13.4 %
Clay, smaller than 0.005 mm.	18.5 %	6.4 %
Colloids, smaller than 0.001 mm.	%	%

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
95.0	18.0
101.7	19.9
101.4	22.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	22.2	25.0	27.7
Depth Ratio Z/R	1.25	1.70	2.55
Pavement Thickness, Z	10	14	21
Angle of Friction, ϕ °	13	7.5	3.5
Cohesion, C psi	7	6.5	4
R Value	49	35	20
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer H. G. Smith
x Maintenance Engineer E. A. Collier
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
x Dist. Maint. Supt. McComb
Foreman
x Files
x W. C. Williams
x R. Webber
x Milne

G. W. Kuna

Engineer of Materials

State Printing 67648

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project S. Unit, Princeton - Folly farm
Highway
Contractor
Submitted by G. G. Edwards

Contract No.

Prefix No. 1 2-1-65
County
F. A. Project No.
Date reported August 11, 1965

REPORT ON SAMPLE OF SOIL

Source of material Core #20 @ 21.5' ft. edge of oil
Sampled at Depth 5" - 12"
To be used
Sampled by W. F. Kline
Laboratory No. 31713
Data Sheet No. A-6070

Date received July 8, 1965
Quantity represented
Type of Material
Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	21	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67
Sand Equivalent % %

SIEVE ANALYSIS:

Ret. on Sieve	% Single
3" - 4"	0.0
2" - 3"	0.0
1½	0.0
1	0.0
¾	0.0
½	0.0
⅜	0.0
4	6.6
10	8.2
20	3.5
40	3.8
60	3.7
100	2.3

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
0.0	0.0
0.0	0.0
0.0	0.0

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	60.5	%
Coarse sand, 2.0 to 0.25 mm.	25.2	%	10.0	%
Fine sand, 0.25 to 0.05 mm.	12.3	%	7.4	%
Silt, 0.05 to 0.005 mm.	3.5	%	2.6	%
Clay, smaller than 0.005 mm.	16.5	%	6.5	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[redacted]	
% Compaction	100	100	100
% Moisture	2.1	2.2	1.6
Depth Ratio Z/R	1.0	1.0	1.0
Pavement Thickness, Z	11	11	11
Angle of Friction, ϕ °	0	0	0
Cohesion, C psi	0	0	0
R Value	5	4	12
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- x Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer
- Resident Engineer
- x Dist. Maint. Supt.
- Foreman
- x Files
- x [redacted]
- x [redacted]
- x [redacted]

G. W. Kosa

Engineer of Materials

State Printing 67648

RECEIVED
JUL 11 1951
FOR FILING

862(2) 7LH 9-12
3240

July 10, 1951

Continental Casualty Company
465 California Street
San Francisco, California

Attention: Mr. George F. Finster

Gentlemen:

Reference is made to the claim of William L. Bennett against Russell Olson Construction Co. for work performed for Mr. Olson in connection with Oregon State Highway contracts. You will recall that Mr. Bennett's original claim was in the amount of $3,777.64.

I am now in receipt of a certificate from Mr. Bennett stating that the claim has been settled in full for the sum of $2,520.22. Attached is a copy of the statement.

A check of our records discloses no outstanding claims whatsoever against Mr. Olson's work with this department. It therefore will be in order for you to return to Russell Olson Construction Co. the collateral that was deposited with you as a guaranty for the payment of claims arising out of Mr. Olson's work. It is my understanding that this deposit is a check in the amount of $1,857.42.

Thank you for your attention in this matter, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

cc: Russell Olson Construction Co.
F. A. Query
M. H. Hawke

dleton 2506

P. O. Box 272

R U S S E L L O L S O N

CONSTRUCTION CO.

Stangier Brothers Building

PENDLETON OREGON

July 6, 1951

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We enclose herewith copy of release signed by William L. Bennett releasing the Russell Olson Construction Co. and the State of Oregon against all claims of whatever nature.

The First National Bank of Fallon, Nevada, the party that obtained this release was instructed to forward this release to you, but in the event they have not done so we are sending a copy to you.

It will be greatly appreciated if you will notify the Continental Casualty Company, 465 California Street, San Francisco, California, Attention: Mr. George P. Finster that this matter has been settled and that they are therefor released on their bond running to the State of Oregon, the State Highway Commission, its Officers and its Agents.

This is necessary in order that we may obtain from the Continental Casualty Company the collateral deposited with them.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

By /s/ Russell Olson

R E C E I P T

THIS IS TO CERTIFY, That I have received from Russell Olson d. b. a. Russell Olson Construction Co. the sum of $2520. 22 in full settlement of all claims against Russell Olson, Russell Olson Construction Co. and the State of Oregon on account of work done by me on subcontract or otherwise for Russell Olson and the Russell Olson Construction Co.

DATED June 26, , 1951.

/s/ William L. Bennett
William L. Bennett

RECEIVED
JUN 1 - 1951
FOR FILING

153(2)
71H8(2)
3240
(CONTRACT NO.)

OREGON STATE HICHWAY COMMISSION
(date)
May 31, 1951

(EST. NO.)	(CONTRACTOR)
12-final	M. L. & C. R. O'Neil

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8594	B-16655	$ 6,104.55	5/31/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug.31, 1950

Time Extensions: Sep. 18, 1950 without penalty

Completion Date: Sep. 18, 1950

Date Accepted: Feb. 26, 1951

Penalties: None of record

Claims: [redacted] There is a claim filed by Wm.L.Bennett, amt. to $1353.43, against Russell Olson Constr.Co.,subcontractor.

Remarks: A certified check in the amt. of $1920.22 and bond covering the difference of the amount in dispute between Mr.Olson & Mr.Bennett furnished this office which releases payment to the contractor.

Date: 6-1-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 1951

NOTED ON CARD
6-1-51

RECEIVED
MAR 1 2 1951
FOR FILING

853(2) 71N-8(2)
3240

March 12, 1951

M. L. & C. R. O'Neil
Route 1
Creswell
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on February 26, 1951, had under discussion your request for an extension of time of 18 days, from August 31 to September 18, 1950, within which to complete your contract No. 3240 for grading and surfacing on the South Unit, Princeton-Pollyfarm Section of the Rome-Princeton Highway in Malheur and Harney Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: S. F. Chidsey,
Division Engineer

J. T. Burch,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
3-13-51

RECEIVED
MAR 12 1951
FOR FILING

153(2) 714.8 (2)
3240

March 9, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3240, for grading and surfacing on the South Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Malheur and Harney Counties, was completed by the contractor, M. L. & C. R. O'Neil, on September 18, 1950 and was formally accepted by the Highway Commission on February 26, 1951.

Final payment in the amount of $6,104.55 will be released to the contractor on or after March 19, 1951. The total contract amount is $213,464.99, and no force account work was performed on the project.

There is a claim filed against this project by William L. Bennett in the amount of $1,353.43, of which you have been previously notified. We are holding in this office, however, a check in the amount Mr. Olson affirms he owes Mr. Bennett, and a bond in a sufficient amount to protect Mr. Bennett's claim.

This notice is given as your Company appears as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
3-9-51 jc

RECEIVED
FEB 19 1951
FOR FILING

253(2) 71H(L2)
5240

February 14, 1951

Oregon State Highway Commission

Request for extension of time
No. 9
February 26 and 27 meeting

Gentlemen:

Herewith is a request from H. L. & C. E. O'Neil for an extension of time on Contract No. 3240, South Unit, Princeton-Fallyfarm Section of the Rome-Princeton Highway, from August 31, 1950 to September 10, 1950.

Due to the large amount of work being handled by the subcontractor who did the oiling, the contractor was unable to move onto this job in sufficient time to complete by the specified date.

There was no inconvenience to the traveling public nor additional expense to the State because of the overrun. I would recommend that the extension be granted without penalty. Mr. T. H. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

ms

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FEB 21 1951
FOR FILING

153 (2)

February 7, 1951

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3248, South Unit, Princeton-Pollyfarm Section of the Rose-Princeton Highway, Ore. S-53(2) from August 31, 1950 to September 18, 1950 to M. L. and C. E. O'Neil, Contractors.

Due to the large amount of work being handled by the Subcontractor who did the oiling, they were unable to move on to this job in sufficient time to complete by the specified date.

There was no inconvenience to the traveling public nor additional expense to the State because of the overrun. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

V. G. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

§53(2) 714(8)2

3240

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

February 5, 1951

Tinnemann, Bridgford & Rainey
Insurance Brokers
333 Montgomery Street
San Francisco, California

Attention: F. C. Rainey

Gentlemen:

This is to acknowledge receipt of your letter of January 29, 1951, transmitting a check in the amount of $1,920.22 covering the claim of William E. Bennett against Russell Olson, arising out of state highway contract work in this state. We are holding it pending further developments.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ds

COPY

3376

H. K. NEWELL, MEMBER
PORTLAND
CHAS. H. REYNOLDS, MEMBER
BEN W. CHANDLER, CHAIRMAN
COMMISSIONERS

TINNEMANN, BRIDGFORD & RAINEY
Insurance Brokers
333 Montgomery Street
San Francisco
GArfield-7247

January 29, 1951

VIA AIR MAIL

COPY

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Re: Russell Olson vs. William L. Bennett

Gentlemen:

Enclosed is certified check in the amount of $1,920.22 which Mr. Russell Olson has asked us to forward to you pending settlement of dispute between Mr. Olson and Mr. Bennett.

Very truly yours,

TINNEMANN, BRIDGFORD & RAINEY

BY: /s/ Frank C. Rainey

FCR:EZ
Enclosure

CC: MR. RUSSELL OLSON

Check 37416 on Pendleton Br.
1st Nat. Bank of Portland
for $1,920.22 placed in safe.
1-31-51 F. Query

Pendleton 2506

RECEIVED
MAR 3 - 1951
FOR FILING

P. O. Box 272

RUSSELL OLSON
CONSTRUCTION CO.

Stangier Brothers Building

Pendleton, Oregon

January 27, 1951

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary
Re: Claims of William L. Bennett

Gentlemen:

We have this day notified Tinnemann, Bridgford & Rainey of San Francisco to send you $1,920.22 which sum represented the amount at one time acknowledged to be due William L. Bennett. However, because of additional charge-backs we have against Bennett, the exact amounts of which are not known at this time, we would prefer to have you hold this money pending determination of the final amount due Bennett.

We trust that this procedure will be as satisfactory to you as the alternative outlined in your letter of January 26.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

(SIGNED) By RUSSELL OLSON

Check recd and acknowledged
2-5 with cc to Olson HBG

Origonal letter in
safe with the check

Discussed with Enfield
2-20-51. He says hold check
pursuant to Olsons request.
When amount of claim has been
determined-return check to
Olson—H. B. Glaisyer

COPY

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

January 26, 1951

Russell Olson Construction Company
Post Office Box 272
Pendleton, Oregon

COPY

Attention: Mr. Russell Olson

Gentlemen:

I have for acknowledgement your letter of January 23, 1951 and the bond enclosed therein, it being your bond to guarantee payment of the claims of William L. Bennett against you in connection with your Enterprise contract and other State Highway work on which you appeared as subcontractor. This bond is in the amount of $1,857.42, representing that portion of Mr. Bennett's claims that are in dispute.

I have had the bond examined by the Highway Commission's Chief Counsel, Mr. J. M. Devers, who advises me that it is satisfactory as a bond supplementing the bonds originally furnished in connection with work in which you were engaged. We believe that the $1,920.22 you deposited with Timmermann, Bridgeford & Rainey of San Francisco, which represents the undisputed amount of Mr. Bennett's claims, should be turned over to him immediately and a receipt furnished this office to clear our records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

cc - Floyd Query

Mr. Query: The bond referred to in the above letter is attached. Please file it with the contract.

HBG

Tel. Pendlet ...06

P. O. Box 272

RUSSELL OLSON
CONSTRUCTION CO.

Stangier Brothers Building

Pendleton, Oregon

January 23, 1951

COPY

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Enclosed is Bond of the Continental Casualty Company in the amount of $1,857.42 in connection with the claim of William L. Bennett against Russell Olson Construction Co.

For your information it is our understanding that the portion of Bennett's claim which is undisputed, namely $1,920.22, has not yet been paid to Bennett, but is on deposit with Tinnemann, Bridgford & Rainey of San Francisco. If it is necessary that you have these funds before you can release payments to the various contractors will you please advise us at once so that we can arrange to have these funds transferred to you.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

(SIGNED) By RUSSELL OLSON
c.m.

RECEIVED
NOV 27 1950
FCR FILING

3240

Mrs Lee

153(1)
8(2)

3242

November 22, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

This is to acknowledge receipt of your letter of November 17 to which was attached three copies of a claim filed with your office by William L. Bennett against M. L. and C. R. O'Neil in the sum of $1,353.43.

This claim is for furnishing trucks and hauling material for Russell Olson Construction Company who was apparently a sub-contractor on the State Highway Contract No. 3240.

This claim bears your file No. 3239.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

For Additional Correspondence re) Russell Olson
Ref: Const
Contractors
11-17-50 gen

NOTED ON CARD
11-22-50 BC

November 22, 1950

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by William L. Bennett of Fallon, Nevada, against M. L. and C. R. O'Neil in connection with State Highway Contract No. 3240 for grading and surfacing the South Unit, Princeton-Fellyfarm Section of the Rome-Princeton Highway in Malheur and Harney counties. This claim, in the sum of $1,353.43, is for furnishing trucks and hauling materials for Russell Olson Construction Company who, it appears, was a sub-contractor on the above-mentioned contract.

This information is furnished as the Great American Indemnity Company appears as surety on the bond which was furnished with Contract 3240.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

FAQ:md
Attach.

Secretary

cc - M. L. and C. R. O'Neil
Route 1
Crossell, Oregon

Russell Olson Construction Company
P. O. Box 272
Pendleton, Oregon

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 17, 1950

3240

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of November 16th, 1950, a notice of claim by Wm. L. Bennett, of Fallon, Nevada, for furnishing trucks and hauling material etc. in the sum of Thirteen hundred fifty-three & 43/100 Dollars ($1353.43) against the bond taken from M. L. & C. R. O'Neil, Route 1, Creswell, Oregon, principal contractor for grading and surfacing the South Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Malheur and Harney counties, and Surety, Great American Indemnity Company, Wells-Reed Insurance, 412 Failing Building, Portland 4, Oregon. State Highway Contract No. 3240, said claim arising from services performed for Russell Olson Construction Company of Pendleton, Oregon. Our File No. 3239.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State.

N:Fb
Enc

COPY

WM. L. BENNETT, TRUCKING,
FALLON, NEVADA.

November 1, 1950.

To the Secretary of State,
State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Wm. L. Bennett, of Fallon, Nevada, has a claim for furnishing trucks and hauling material etc in the sum of Thirteen hundred fifty-three & 43/100 Dollars, (1353.43) against the bond taken from M. L. & C. R. O'Neil, Routel, Creswell, Oregon, principal contractor for grading and surfacing the South Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Malheur and Harney counties, and Surety, Great American Indemnity Company, Wells-Reed Insurance, 412 Failing Building, Portland 4, Oregon, State Highway Contract No.3240, said claim arising from services performed for Russell Olson Construction Company of Pendleton, Oregon. Completed September 18th, 1950.

Itemized Statement of Account Attached.

WM. L. BENNETT
Wm. L. Bennett.

2 copies to the Secretary of State, Salem, Oregon.
1 copy to M. L. & C. R. O'Neil, Route 1, Creswell, Oregon.
1 copy to Russell Olson Construction Company, Pendleton, Oregon.
1 copy to Great American Indemnity Company, Wells-Reed Insurance, 412 Failing Building, Portland 4, Oregon.
1 copy to State Highway Department, Salem, Oregon.

Endorsed:
File No. 3239
Filed, Nov. 16, 1950
EARL T. NEWBRY, Secretary of State

3240

WM. L. BENNETT, TRUCKING.
FALLON, NEVADA.

November 1, 1950.

To the Secretary of State,
State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Wm. L. Bennett, of Fallon, Nevada, has a claim for furnishing trucks and hauling material etc in the sum of Thirteen hundred fifty-three & 43/100 Dollars, (1353.43) against the bond taken from M. L. & C. R. O'Neil, Route1, Creswell, Oregon, principal contractor for grading and surfacing the South Unit, Princeton-Fellyfarm Section of the Rome-Princeton Highway in Malheur and Harney counties, and Surety, Great American Indemnity Company, Wells-Reed Insurance, 412 Failing Building, Portland 4, Oregon, State Highway Contract No.3240, said claim arising from services performed for Russell Olsen Construction Company of Pendleton, Oregon. Completed September 15th, 1950.

Itemized Statement of Account Attached.

Wm. L. Bennett
Wm. L. Bennett.

2 copies to the Secretary of State, Salem, Oregon.
1 copy to M. L. & C. R. O'Neil, Route 1, Creswell, Oregon.
1 copy to Russell Olsen Construction Company, Pendleton, Oregon.
1 copy to Great American Indemnity Company, Wells-Reed Insurance, 412 Failing Building, Portland 4, Oregon.
1 copy to State Highway Department, Salem, Oregon.

RECEIVED

WM. L. BENNET, TRUCKING
FALLON, NEVADA

November 1, 1950

To Russell Olson Construction Co.,
Pendleton, Oregon

The Follyfarm Job Contract No. 3240

Debits

Item 16 Haul 32046 Yds Bottom Course @ 26¢		8331.96
Item 17 Haul 4450 yds 1 Bottom to 0 Course @ 40¢		1780.00
Item 7.19 Haul 3528 yds Mineral Agg @ 50¢		1764.00
Haul rejects from Pits 14 hrs @ 6.00		84.00
Clean up 14½ hrs @ 6.00		87.00
Haul Endloader to Reno 20 hrs @ 6.00		120.00
7-6-50 Haul Rejects to Gravel Road from Stockpile to Highway 5 hrs @ 6.00		30.00
6-21-22-26 14 hrs overtime cleanup @ 75		10.50
Total Debits		12207.46

Credits

Payroll carried by Russell Olson				
5-15-50 to 5-21-50	400.50			
5-22-50 to 5-28-50	587.98			
5-29-50 to 6-4-50	505.86			
6-5-50 to 6-11-50	402.35			
6-12-50 to 6-18-50	433.66			
6-19-50 to 6-25-50	489.74			
6-26-50 to 7-2-50	457.48			
7-3-50 to 7-9-50	322.11			
7-10-50 to 7-16-50	630.74			
7-17-50 to 7-23-50	446.99			
Total Payroll		4677.41		
Add 10% for Taxes & Ins.		467.74		
			5145.15	
Gasoline Supplied 6522.5 gal			1871.95	
6-5-50 for P.S.C. Commission Permits		15.00		
PSC Taxes for June		24.89		
PSC Taxes for July		10.95	50.84	
Bills Paid by Olson for Bennett				
5-16-50 Burns Garage		5.90		
6-10-50 Burns Garage		8.60		
6-10-50 Burns Garage		70.08		
8-22-50 Burns Garage		226.84		
8-1-50 Burns Garage		3.57		
			314.99	
So Co Invoice G515136		15.93		
So Co Invoice		26.75		
Persons Board		92.00	134.68	
Total Credits				7517.61
By Cash 8-31-50			2774.98	
By Cash 9-30-50			561.44	
			3336.42	
Total				4689.83
By Cash				3336.42
Balance Due				1353.43

RECEIVED
OCT 19 1950
FOR FILING

8-53(2)

3240

October 18, 1950

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to M. L. & C. R. O'Neil on contract No. 3240, for grading and surfacing on the South Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Malheur and Harney Counties. This payment, in the amount of $11,545.95, will be made on or after October 28, 1950. The retained percentage is $641.3.21.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-15-50 jc

Form E-1—6M—8-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section South Unit, Princeton-Hollyfarm

Highway Rome - Princeton

Contractor M. L. & C. R. O'Neil

Date of contract October 26, 1949

Date work started November 3, 1950

Amount of contract . . . . . $ 221,109.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 221,109.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 19,620.00, 8.9 %

For Week Ending September 23, 1950

Kind of work Grading & Oil Mat Surfacing

Section prefix 123-1041, S-53(2), FH-8(2)

Contract number 3240

Date of completion August 31, 1950

Estimated date of completion September 18, 1950

Per cent of time elapsed 100 %

Date project was completed September 18, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sub Contractor finished maintenance steckpiles.

Myron V. Bish, Engr. Aide 1, granted leave of absence in order to attend Vanport College.

Bruce B. Kibbe, Engr. Aide 1, resigned due to illness in family.

H. G. Smith, B. A. Martin, E. F. Chicsey, and F. C. Bickmore inspected the projects Thursday.

Crew in office three days plotting and computing Lawen-Crane job cross-sections.

NOTED H. W. LIBBY

Signed M. Kinnaman

Address Burns, Oregon

NOTE: Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.8	8.8		8.8	
Miles partially completed					
Miles completed	8.8	8.8		8.8	
Total estimated quantities	180,000	39,000 Base 5,500 Top	2,700	400 Tons Asphalt 3,500 cy. Agg.	
Estimated quantities moved or placed to date	164,000	39,038 Base 4,680 Top	2,700 Cr. & S.P.	408.794 Tons Asphalt 3,528 cy. Agg.	
Average daily quantities	772	791	14	584 Tons Asphalt	
Average daily quantities necessary to complete project on time	0	0	0	0	
Number shifts per day	0	0	1	0	
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					Supervision		1
Men and teams					Intermediate		3
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Trucks-3, Loader-1.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	0	
Monday	Clear	"	
Tuesday	Rain	"	
Wednesday	Clear	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

RECEIVED
SEP 28 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 38842

RECEIVED
SEP 25 1950
FOR FILING

7LH-8(2)
3240

September 22, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 18, 1950, on Contract No. 3240, South Unit, Princeton-Fellyfarm Section, in connection with Federal Aid Project No. S-53 (2), FLH-8 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:gs

cc: John Cottrell

RECEIVED
APR 13 1950
FOR FILING

BUREAU OF PUBLIC ROADS
S. DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 15, 1950

O-53(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 8-53(2)
Princeton Folly Farm

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

...2 (Revised 1946)

...8pr 7875
State Oregon

Federal Aid Secondary Project No. S-53(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 1950,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 19 49 program, which was approved on the 12th day of August, 19 49 for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of September, 19 49 and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventeen thousand and 00/100

dollars ($ 117,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1091+76 in the SE 1/4, Section 15, T. 28 S., R. 36 E., W.M., and survey station 1288+00 in the SW 1/4, Section 16, T. 29 S., R. 37 E., W.M., except stations 1222+00 to 1314+00 to be constructed as Oregon FH-8(2), which exception is subject to adjustment if necessary to exhaust Federal Lands funds, , length 7.337 miles, in Harney and Malheur Counties, being Oregon Federal Aid / Secondary project No. S-53(2), consisting of 7.337 miles of roadway and bridges each of more than 20 feet clear span, of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11378-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

ARTMENT
ect have been made available
(Include date and citation of law)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventeen thousand and 00/100 dollars ($ 117,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-five thousand, six hundred fourteen and 65/100 dollars ($ 195,614.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Chas. H. Reynolds

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. R. Bynum

Division Engineer,
Public Roads Administration.

Attest:
SECRETARY

RECOMMENDED FOR APPROVAL:

Assistant STATE HIGHWAY ENGINEER

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
MAR 13 1950
OREG. ST. H. COM.

RECEIVED
MAR 1 3 1950
DIVISION 8

RECEIVED
APR
FOR FILING
ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

FLH-8(2)

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

March 15, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FLH-8(2)
Princeton-Folly Farm

Dear Sir:

Enclosedfor your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jon

(Revised 1946)

8pr 7872

State Oregon

Federal Lands Project No. FH-8(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 19 50,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of August, 19 49, a program, which was approved on the 2nd day of September, 19 49, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of September, 19 49; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-six thousand, two hundred eighty-three and 25/100

dollars ($ 36,283.25) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11870-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 4422+00 in the SE 1/4, Section 5, T. 29 S., R. 37 E., W.M., and survey station 4344+00 in the SE 1/4, Section 8, T. 9 S., R. 37 E., without exception, and subject to adjustment if necessary in order to exhaust allocated Federal funds,

, length 1.166 miles, in Malheur County, being Oregon Federal Lands project No. FLH-8(2), consisting of 1.166 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

have been made available
ARTMENT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-six thousand, two hundred eighty-three and 25/100 dollars ($ 36,283.25), which does not exceed the authorized Federal pro rata share of thirty-nine thousand, eight hundred eighty-three and 25/100 dollars ($ 39,883.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By H B Bonfield
Chairman, State Highway Commission
(Title of officer)

Attest
A B Deacon
SECRETARY

By _____
Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL
M D Tuttle
Assistant STATE HIGHWAY ENGINEER

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By M K Eyre
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-2

OREGON STATE ... MAR 13 1950 ... FILED

RECEIVED
APR 3-1950
FOR FILING

FLH-8 (2)

February 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the South Unit, Princeton-Pollyfarm Section, Project No. FLH-8 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JW:gs

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH-2 (2)

SOUTH UNIT, PRINCETON-POLLYPARK SECTION OF THE
BURNS-PRINCETON HIGHWAY IN MALHEUR AND HARNEY COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Item Code 3210

Roadway (Sta. 4422+00 to 4344+00)

All Required		Clearing and Grubbing (205)		$ 1,760.00
30	cu. yds.	Structural Excavation, Common	$ 2.00	60.00
10	cu. yds.	Structural Excavation, Solid Rock	5.00	50.00
30	cu. yds.	Trench Excavation, Common	2.00	60.00
20	cu. yds.	Trench Excavation, Solid Rock	4.00	80.00
20,600	cu. yds.	General Excavation, Common	0.36	7,416.00
9,700	cu. yds.	General Excavation, Solid Rock	0.73	7,081.00
37,800	yd. sta.	Short Overhaul	0.015	567.00
300	C-yd. sta.	Long Overhaul	0.40	120.00
1.47	miles	Finishing Roadbed and Slopes	500.00	735.00
400	lin. ft.	18" Corr. Metal Pipe	3.75	1,500.00
50	lin. ft.	24" Corr. Metal Pipe	5.25	262.50
60	lin. ft.	36" Corr. Metal Pipe	9.35	561.00
60	lin. ft.	60" Corr. Metal Pipe	26.85	1,611.00
6,500	cu. yds.	Bottom Course Base Material	1.00	6,500.00
1,000	cu. yds.	1" - 0" Material in Base and Shoulders	1.75	1,750.00
1.47	miles	Preparation of Base	200.00	294.00
600	cu. yds.	Furnishing and Placing Aggregates	4.25	2,550.00
66	tons	Furnishing and Placing 151-200 Asphalt	50.00	3,300.00
			Subtotal	$36,257.50
			10% Engr. & Cont.	3,625.75
			Total	$39,883.25
		Length	1.466 miles	
		Cost per mile	$27,205.49	

Federal Lands Highway Funds	$36,283.25
State Funds	3,600.00
	$39,883.25

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

August 8, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the South Unit, Princeton-Follyfarm Section, Project No. FUI 8 (2).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Copies of right of way statement will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAM/ge

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH-8 (2)

SOUTH UNIT, PRINCETON-POLLYFARM SECTION OF THE
ROME-PRINCETON HIGHWAY IN MALHEUR AND HARNEY COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1949

Type Code 3210

Roadway (Sta. 4422+00 to 4344+00)

All Required		Clearing and Grubbing (20%)		$ 1,000.00
30	cu. yds.	Structural Excavation, Common	$ 3.00	90.00
10	cu. yds.	Structural Excavation, Solid Rock	5.00	50.00
30	cu. yds.	Trench Excavation, Common	3.00	90.00
20	cu. yds.	Trench Excavation, Solid Rock	5.00	100.00
20,600	cu. yds.	General Excavation, Common	0.30	6,180.00
9,700	cu. yds.	General Excavation, Solid Rock	1.00	9,700.00
37,800	yd. sta.	Short Overhaul	0.02	756.00
300	C-yd. sta.	Long Overhaul	0.50	150.00
1.47	miles	Finishing Roadbed and Slopes	500.00	735.00
400	lin. ft.	18" Corr. Metal Pipe	4.00	1,600.00
50	lin. ft.	24" Corr. Metal Pipe	6.00	300.00
60	lin. ft.	36" Corr. Metal Pipe	10.00	600.00
60	lin. ft.	60" Corr. Metal Pipe	22.00	1,320.00
6,500	cu. yds.	Bottom Course Base Material	0.80	5,200.00
1,000	cu. yds.	1" - 0" Material in Base and Shoulders	2.75	2,750.00
1.47	miles	Preparation of Base	200.00	294.00
600	cu. yds.	Furnishing and Placing Aggregates	4.00	2,400.00
66	tons	Furnishing and Placing 151-200 Asphalt	45.00	2,970.00
			Subtotal	$36,285.00
			10% Engr. & Cont.	3,628.50
			Total	$39,913.50
		Length	1.466 miles	
		Cost per mile	$28,337.23	

Federal Lands Highway Funds	$36,283.25
State Funds	3,630.25
	$39,913.50

RECEIVED
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8-53(2)

February 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the South Unit, Princeton-Pollyfarm Section, Project No. S-53 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JCW:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-53 (2)

BATH UNIT, PRINEVILLE-POLLYWOG SECTION OF THE BEND-PRINEVILLE HIGHWAY IN MALHEUR AND HARNEY COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Type Code 1210

Roadway (Sta. 1091+76 to 1282+68.14 = A556+34.90 to A282+00)

All Required		Clearing and Grubbing (80%)		$ 7,040.00
150	cu. yds.	Structural Excavation Common	$ 2.00	300.00
10	cu. yds.	Structural Excavation, Solid Rock	5.00	50.00
170	cu. yds.	Trench Excavation, Common	2.00	340.00
100	cu. yds.	Trench Excavation, Solid Rock	4.00	400.00
74,200	cu. yds.	General Excavation, Common	0.36	26,712.00
75,500	cu. yds.	General Excavation, Solid Rock	0.73	55,115.00
178,200	yd. stas.	Short Overhaul	0.015	2,673.00
1,200	C-yd.stas.	Long Overhaul	0.40	480.00
7.33	miles	Finishing Roadbed and Slopes	500.00	3,665.00
960	lin. ft.	18" Corr. Metal Pipe	3.75	3,600.00
650	lin. ft.	24" Corr. Metal Pipe	5.25	3,412.50
50	lin. ft.	36" Corr. Metal Pipe	9.35	467.50
90	lin. ft.	48" Corr. Metal Pipe	15.20	1,368.00
50	lin. ft.	60" Corr. Metal Pipe	26.85	1,342.50
32,500	cu. yds.	Bottom Course Base Material	1.00	32,500.00
4,500	cu. yds.	1" - 0" Material in Base and Shoulders	1.75	7,875.00
7.33	miles	Preparation of Base	200.00	1,466.00
2,900	cu. yds.	Furnishing and Placing Aggregates	4.25	12,325.00
334	tons	Furnishing and Placing 151-200 Asphalt	50.00	16,700.00
			Subtotal	$177,831.50
			10% Engr. & Cont.	17,783.15
			Total	$195,614.65
		Length	7.337 miles	
		Cost per mile	$26,661.39	

Federal Aid Funds	$117,000.00
State Funds	78,614.65
	$195,614.65

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

August 8, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the South Unit, Princeton-Follyfarm Section, Project No. S-53 (2).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Copies of right of way statement will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMW/ge

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-53 (2)

SOUTH UNIT, PILOT ROCK-POLLYANNA SECTION

OF THE I. O. N. HIGHWAY IN MALHEUR AND HARNEY COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1949

Type Code 3210

Roadway (Sta. 1091+76 to 1282+68.14 = 4556+34.90 to 4282+00)

All Required		Clearing and Grubbing (80%)		$ 4,000.00
150	cu. yds.	Structural Excavation, Common	$ 3.00	450.00
10	cu. yds.	Structural Excavation, Solid Rock	5.00	50.00
170	cu. yds.	Trench Excavation, Common	3.00	510.00
100	cu. yds.	Trench Excavation, Solid Rock	5.00	500.00
74,200	cu. yds.	General Excavation, Common	0.30	22,260.00
75,500	cu. yds.	General Excavation, Solid Rock	1.00	75,500.00
178,200	yd. stas.	Short Overhaul	0.02	3,564.00
1,200	C-yd. stas.	Long Overhaul	0.50	600.00
7.33	miles	Finishing Roadbed and Slopes	500.00	3,665.00
960	lin. ft.	18" Corr. Metal Pipe	4.00	3,840.00
650	lin. ft.	24" Corr. Metal Pipe	6.00	3,900.00
50	lin. ft.	36" Corr. Metal Pipe	10.00	500.00
90	lin. ft.	48" Corr. Metal Pipe	16.00	1,440.00
50	lin. ft.	60" Corr. Metal Pipe	22.00	1,100.00
32,500	cu. yds.	Bottom Course Base Material	0.80	26,000.00
4,500	cu. yds.	1" - 0" Material in Base and Shoulders	2.75	12,375.00
7.33	miles	Preparation of Base	200.00	1,466.00
2,900	cu. yds.	Furnishing and Placing Aggregates	4.00	11,600.00
334	tons	Furnishing and Placing 151-200 Asphalt	45.00	15,030.00
			Subtotal	$188,350.00
			10% Engr. & Cont.	18,835.00
			Total	$207,185.00
		Length	7.337 miles	
		Cost per mile	$28,238.38	

Federal Aid Funds-	$120,000.00
State Funds-	87,185.00
	$207,185.00

RECEIVED
NOV 28 1949
FOR FILING

Files

8.53 (2) 71H-7 (2)

3240

November 25, 1949

M. L. & G. M. O'Neil
Route 1
Creswell
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3240 which was awarded to you on October 26, 1949 by the State Highway Commission, covering the South Unit, Princeton-Pollyfarm Section of the Rose-princeton Highway in Malheur and Harney Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 11-25-49 gl

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File

S-53(2)
FLH-8(2)
3240

November 7, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on November 3, 1949 on Contract No. 3240, South Unit, Princeton-Pollyfarm Section, in connection with Federal Aid Project No. S-53 (2), FLH-8 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

MBPtmd

RECEIVED
OCT 27 1949
FOR FILING

1-5-(-)

3240

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(46)

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA206 GOVT PD=PORTLAND ORG 26 514P= 1949 OCT 26 PM 5 48

R H BALDOCK=

STATE HIGHWAY ENGINEER

REYOURTEL TODAY THAT ALL RIGHTS OF WAY ACQUIRED OREGON PROJECTS S-53(2) AND FLH-8(2), PRINCETON-FOLLYFARM. AS REQUESTED WE HEREBY CONCUR IN AWARD CONTRACT TO M.L. AND C.R. O'NEIL THE LOW BIDDERS=

T M DAVIS BUREAU PUBLIC ROADS=

NOTED
W. C. WILLIAMS

da 600P
da 745P
da 847P
da 939P
da 1049P

No. 39422 Rec'd

Time Delivered

To Be

S-53(2) FLH-8(2) ML CR=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
DEC 16 1949
FOR FILING

AGENDA
NOV 7 1949

8-53(2) 71H 8(2)
3240

October 26, 1949

M. L. & G. R. O'Neil
Route 1, Box 31
Creswell, Oregon

Re: Contract No. 3240

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you on October 26, today, the contract for grading, surfacing and oiling South Unit, Princeton-Pollyfarm Section of Rose-Princeton Secondary Highway in Malheur and Harney Counties. This award was based on your low bid of $271,109.00 submitted on September 20, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Re

Enc.

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. E. White

GET CONFIRMED

5+C

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1906

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 26, 1949
2:00 p.m.

M. L. & C. R. O'Neil
Route 1, Box 31
Creswell, Oregon

State Highway Commission awarded you today contract for grading, surfacing and oiling South Unit, Princeton-Pollyfarm Section of Burns-Princeton Secondary Highway in Malheur and Harney Counties, based on your low bid submitted September 20, 1949. Contract forms follow shortly.

H. B. Glasgyer, Secretary
Oregon State Highway Commission

RECEIVED
NOV - 3 1949
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	FD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 26, 1949

MR. T. M. DAVIS, DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
FINANCIAL CENTER BUILDING
PORTLAND, OREGON

CONCURRENCE REQUESTED IN AWARD CONTRACT TODAY SOUTH UNIT, PRINCETON-POLLYFARM PROJECT TO M. L. AND C. R. O'NEIL. ALL RIGHTS OF WAY INCLUDING RIGHTS OF WAY ACROSS PUBLIC LANDS ARE ACQUIRED.

W. C. WILLIAMS

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

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FORM E-30X 10M 8-49 31006

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 4, 1949

NOTED
W. C. WILLIAMS

SUBJECT: Our File #15443
Application #01402
Reno-Princeton Highway

To: Mr. Forrest Cooper
Office
Salem, Oregon

As instructed on October 3, I picked up, from Mr. Tom Davis of the Bureau of Public Roads, a certified tracing, covering government land on this project, and a letter of application to the land office to acquire the right of way on this highway. I presented the letter of application to the land office, along with one copy of the letter and a letter from Mr. Devers, concerning material sites.

A Miss Tucker, in the land office, who has done all the work on this and the Canyonville-Johns jobs for us went into this with me and accepted the letter of application spoken of above. She informed me that she had already started the procedure of acquisition by asking for reports from the government field offices as of the date of certification (September 29th), and that this procedure was now under way; that regulations give them four months to get this matter of field reports and investigations out of the way. The land office informs me that there is nothing more that can be done at this time; that they will inform the State Highway Department at once, when the matter is cleared up, and that they, here in Portland, have authority to convey and will do so, providing field reports permit.

The question was put to the land office on construction. I was informed that construction or activity concerning the right of way over these lands would amount to trespass until title had been passed.

To sum up, I believe that everything has been done at this time that can be done; that the highway department has done everything possible to date that is expected of them, and that we will have to await the land office's pleasure to complete the deal, and that this procedure could, under regulations, take up to four months from September 29, 1949.

cc: W. C. Williams ✓
Tom Davis
A. G. Skelton

S. N. MAYHEW

RECEIVED
OCT 18 1949
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 30, 1949

File No. 15443

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

W. C. WILLIAMS

Dear Sir:

We hand you herewith a duplicate tracing and five (5) prints thereof showing a 200 feet right of way desired by the State of Oregon, by and through its State Highway Commission, for the Pollyfarm Section of the Rome-Princeton Highway, (Oregon F.A.S. Route No. 455, Project No. F.L. H. 8-(2) and 8B-(2). This right of way to extend through all U. S. unreserved and unappropriated public domain from the South line of Section 19, Township 26 South, Range 34 East, to the East line of Section 17, Township 29 South, Range 37 East, W. M., together with five (5) signed stipulations for fissionable materials, oil, gas and other materials. In addition to the right of way, the application includes material sites as follows:

The S½ of the NE¼ of the NW¼ and the N½ of the SW¼ of the NE¼ of Section 22, and the SW¼ of the NW¼ of Section 23, Township 28 South, Range 36 East, and the NE¼ of the SE¼ of Section 31, Township 28 South, Range 37 East, and the NW¼ of the NW¼ of Section 9, Township 29 South, Range 37 East, W. M. The said right of way and material sites to be as shown on the tracing and map as submitted.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 17 of the Act of November 9, 1921 (42 Stat. 212), the land to be withdrawn from entry and set aside for the use of the State of Oregon.

The tracing, as submitted, shows the District Land Office Certificate thereon as to U. S. Public Lands and Serial No. Ol4O2 assigned by them. Will you please take this tracing to the District Land Office with your recommendation that the land be withdrawn from entry and set aside for the use of the State of Oregon.

In case our proposed federal aid and federal land project can not be cleared until the final approval of this map is secured, will you please ask the Land Office to expedite the clearance.

Yours very truly,

J. M. DEVERS
Chief Counsel

JMD/hdr
cc: Pierce M. Rice
cc: E. F. Chidsey
cc: S. H. Probert

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OCT 20
FOR FILING

AGENDA
SEP 19 1949
D

September 6, 1949

Mr. Robert E. Riggs
County Judge, Harney County
Burns, Oregon

Dear Judge Riggs:

In reply to our recent telephone conversation, you have been assigned 10 minutes to appear before the Commission at 11:30 a.m. on Tuesday, September 20, in the Green Room of the Imperial Hotel, Portland, concerning the Drinkwater-Silvies River section of the Burns-Bridgeton Secondary Highway, in Harney County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RMJ:mb

cc - T. H. Banfield
Dan H. Chandler
Chas. H. Reynolds
R. E. Sibbett
W. C. Williams

11:30 AM
DM 20

D

RECEIVED
SEP 8 1949
FOR FILING

File

September 7, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FLH 8(2)
South Unit, Princeton-Pollyfarm

Dear Sir:

Enclosed are approved copies of the plans and proposals, including special provisions for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

Encls.

Orig to Probert

RECEIVED
SEP 8 1949
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

File

September 2, 1949

REFERRED TO
By Asst. Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-53(2), South Unit, Princeton-Follyfarm Section of the Rome - Princeton Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending advice that all right-of-way or rights-of-entry have been obtained.

All copies of the estimate were corrected to show the project as being located on the Rome - Princeton Highway. Please correct your copies accordingly.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
SEP. 8 1949
FOR FILING

OREGON DISTRICT

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
[illegible]
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

September 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
By Asst. Chief Engineer

Dear Sir:

P.S.& E. documents for Oregon Project No. FLH-8(2), South Unit, Princeton - Follyfarm Section of the Rome - Princeton Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
STATE HI[illegible]RUCTION

RECEIVED
AUG 26 1949
FOR FILING

August 24, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Program letter dated August 11, for proposed federal lands project on the South Unit of the Prineville-Tollyfarm Section, Project FLH-8 (2), has been signed by the Highway Commission. Two signed copies are being returned to you herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP/gs

Encl.

RECEIVED
AUG 25 1949
FOR FILING

August 23, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of August 18, concerning specifications for the South Unit, Princeton-Fallyfarm Section, Projects FLH-8 (2) and S-53 (2).

Samples of the rock available at Station 1175 have been requested from the field and will be tested as soon as received. The test report should be in your hands early next week. Our field engineers tell us that there is no question as to the suitability of the rock.

The reference to maximum cinder abrasion appearing on page 9 of the special provisions is being changed from 50 to 52 to conform with the reference on page 5.

As regards the specification of 1" material in base and shoulder construction, we are of the thought that the use of materials somewhat larger than the 3/4" size may yield somewhat greater stability due to deeper impregnation of the first application of asphalt. Additional cost, if any, will be negligible and the result cannot, in any event, be unsatisfactory. We note a tendency on the part of contractors to crush materials to increasingly smaller sizes with the result that the 3/4" - 0" materials we now obtain is considerably finer than the 3/4" - 0" materials in earlier years. This trend may lead to coarser gradings in materials of all classes.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP/gs

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

August 18, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received the documents submitted for Oregon Projects No. FLH-8(2) and S-53(2), South Unit, Princeton - Follyfarm Section of the Rome - Princeton Highway, and request that a test report covering the material proposed for use from a source near Station 1175 be submitted.

It is noted that the maximum abrasion for cinders is shown as 52 on page 5 of the special provisions and as 50 on page 9. Inasmuch as it is stated that suitable materials are available at all of the acceptable sources listed, will you please advise why this small differentiation is made?

In view of the fact that there are 5,500 cu. yds. of 1" material in Base and Shoulders and 6,200 cu. yds. of Mineral Aggregate and stockpiled rock with a maximum size of 3/4", it seems desirable to use 3/4" minus material in the shoulders and base in accordance with your usual practice. It is likely that bidders will consider that the cost of changing screens equals the probable saving due to reduction in crushing costs.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 19 1949
OREGON
STATE HIGHWAY COMMISSION

EHC 8/22/49

0.05 to 0.10 per cu. yd. saving in crushing

August 11, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the programming of the remaining balance of $36,283.25 of Oregon Federal Lands funds.

Herewith enclosed for the signature of the State Highway Commission, are the ribbon copy and three carbons of the program letter, all signed by the Division Engineer, Bureau of Public Roads. One carbon copy should be retained for your files and the ribbon copy and two carbons returned to this office after signature by the Commission.

Since it is necessary the signed copies be transmitted to Washington for final action, it is suggested the Commission's signature be secured and the program letter returned as early as possible.

Very truly yours,

T. M. DAVIS
District Engineer

August 11, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the programming of the remaining balance of $36,283.25 of Oregon Federal Lands funds.

Herewith enclosed for the signature of the State Highway Commission, are the ribbon copy and three carbons of the program letter, all signed by the Division Engineer, Bureau of Public Roads. One carbon copy should be retained for your files and the ribbon copy and two carbons returned to this office after signature by the Commission.

Since it is necessary the signed copies be transmitted to Washington for final action, it is suggested the Commission's signature be secured and the program letter returned as early as possible.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
DEC 1? 1949
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Fed aid
Program Project

July 14, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

S-53 (2)

Dear Sir:

In the program of Federal Aid Secondary Highway Projects submitted under date of June 3, please revise Item No. 91 in the following respects:

	As Submitted	As Now Desired
Termini	Malheur Cave to 2 miles north of Follyfarm	3.9 miles N. W. of Harney-Malheur County Line to N. end of Project S-53 (1), except 1.5 miles in Project No. FLH 8 (2)
Length, miles	11.00	7.3

The work consists of 7.3 miles of grading 26' width, 8" pit-run cinder base and 20' type B-9 wearing surface on 1" leveling course.

In the attached form PR-9 covering the proposed program change the character of work is shown as "2-lane low-type surfacing." It may be you consider the improvement to be intermediate type and will wish to change the description.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

July 14, 1949
(Date)

The following major program change of the individual project is requested:

Oregon (State)

Postwar Federal Aid Secondary Program (Previous Program)

(Date of Approval)

COUNTY Harney & Malheur

FA or FAS Route No. FAS 455

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	91	S-53(2)	Malheur Cave to 2 mi. N.of Follyfarm	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	200,000	116,000	84,000		
				Total	200,000	116,000	84,000	12.00	
Requested Revision	91	S-53(2)	3.9 mi.NW Harney-Malheur Co. L. to N. end S-53(1) except 1.5 mi. in FLH S (2)	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	200,000	116,000	84,000		
				Total	200,000	116,000	84,000	7.83	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change: Reduce length of project to keep within funds programmed.

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

RECEIVED
JUL 2[illegible] 1949
FOR FILING

File

July 25, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In reply to your letter of July 19, having reference to Item No. 91, Princeton-Rome Secondary Highway, you are advised that we propose to use crushed cinders for both the 1" leveling course and the type C-9 surfacing. The cinders available on this project are very good quality, being comparable to those used on the East Diamond Lake Junction-Lobert Section of The Dalles-California Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]

cc Mr. H. G. Smith

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL HIGHWAY AGENCY~~

DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

July 19, 1949

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your request for a program change of Item No. 91 in the Federal Aid Secondary Program and also the Program of Federal Lands Highway Funds, both on the Princeton-Rome Secondary Highway.

In your letter of July 14th we note the design contemplated is grading 26' width, 8" pitrun cinder base and 20' type O-9 wearing surface on 1" leveling course.

It was our understanding the proposed o-9 oil type surfacing was to be constructed with cinder aggregate and not gravel or rock, since cinders similar to those used in oiling on a portion of the East Diamond Lake Junction-Lobert Section were available.

Before recommending this program change we would desire advise as to the aggregate to be used in the proposed 1" leveling course and the type O-9 surfacing.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 20 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOREST SERVICE JUL 20 1949
FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 14, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

FLH-8(2)

Dear Sir:

Reference is made to our letter of June 15, requesting the programming of $36,283.25 of Federal Lands Highway Funds to the improvement of a portion of the Princeton-Rome Secondary Highway in Malheur County.

The project description as given in that letter should be revised in the following respects:

	As Submitted	As Now Desired
Termini	1.6 mi. south of Harney County Line to 1.17 mi. north of Project No. S-53 (1)	2.2 mi. S. E. of Harney-Malheur County Line to 1.2 mi. north of Project No. S-53 (1)
Length, Miles	2.10	1.50

The cross-section and type of surfacing planned for this project are to be the same as to be used on the adjoining project S-53 (2).

One copy of form PR-9 covering the proposed program change is being enclosed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

July 14, 1948
(Date)

The following major program change of the individual project is requested:

Oregon (State) | Federal Lands Highway Program (Previous Program) | (Date of Approval)

COUNTY Malheur

FA or FAS Route No.

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed		FLH 8 (2)	1.6 mi. S. of Harney Co. Line to 1.17 mi. E. of S-53 (1)	Survey-Plans					
				Right-of-Way					Gr., Dr., 2-lane low-type surfacing
				Construction	36,283.25	36,283.25	--		
				Total	36,283.25	36,283.25	--	2.10	
Requested Revision		FLH 8 (2)	2.2 mi. SE Harney-Malheur Co. L. to 1.2 mi. N. S-53 (1)	Survey-Plans					
				Right-of-Way					Gr., Dr., 2-lane low-type surfacing
				Construction	36,283.25	36,283.25	--		
				Total	36,283.25	36,283.25	--	1.50	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change: Reduce length of project to keep within funds programmed.

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

P-3868

RECEIVED
JUN 17 1949
FOR FILING

June 15, 1949

FLH-8(2)

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

To utilize an unprogrammed balance of $36,283.25 of Federal Lands Highway Funds, we hereby request programming of the below described project.

County	Malheur
Project No.	FLH-8 (2)
F. A. Route No.	455
State Route	State Highway No. 442
Termini	1.6 mi. south of Harney County Line to 1.17 mi. north of Project No. S-53 (1)
Total Cost	$36,283.25
Federal Funds	$36,283.25
Length	2.10 miles
Character of Work	Grade, drain, 2-lane low-type surfacing

This project is within the overall limits of Project S-53 (2) (Item No. 91 of recently submitted FAS program), and it is our intention to include it and Project S-53 (2) in a single contract.

If agreeable to you, we would like to have it understood that if the cost of Project FLH-8 (2) varies from the available balance of $36,283.25, the division points between Projects FLH-8 (2) and S-53 (2) will be shifted to bring the cost of FLH-8 (2) to $36,283.25. The purpose of this is to assure the taking up of the whole of the available balance of federal lands funds without having to let more contracts.

The whole of Project FLH-8 (2) is on unappropriated public land. The location of the project is as shown on the accompanying sketch map.

Very truly yours,

SHP/gs

R. H. Baldock
State Highway Engineer

Encl.

OREGON STATE HIGHWAY DEPARTMENT

Location Line

PRINCETON - FOLLYFARM SECTION

ROME-PRINCETON HIGHWAY

HARNEY & MALHEUR COUNTIES

Scale 1"=2000' (1cm = 20m)

Drg No 65-342

Oregon 0/1-53-2

CERTIFICATE

I hereby certify that the Location Line shown hereon is the
one as of final location approved by the Federal
Bureau of Public Roads on [illegible]

T.25 S., R.39 E., W.M.

Sec. 13 [illegible]

T.26 S., R.38 E., W.M.

Sec. 31 [illegible]
Sec. 30 [illegible]
Sec. 19 [illegible]

T.27 S., R.34 E., W.M.

[illegible]

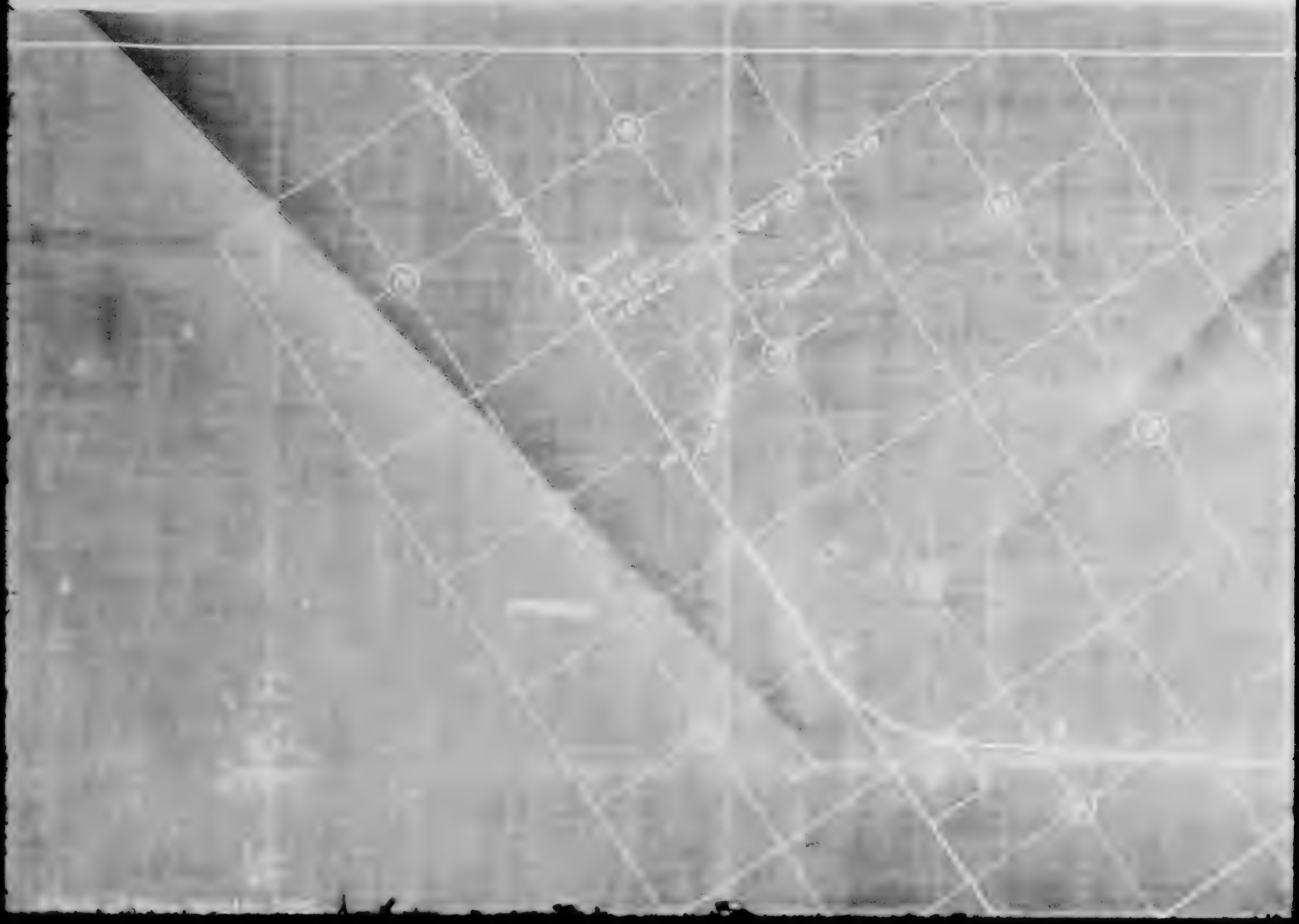
T.26 S., R.37 E., W.M.

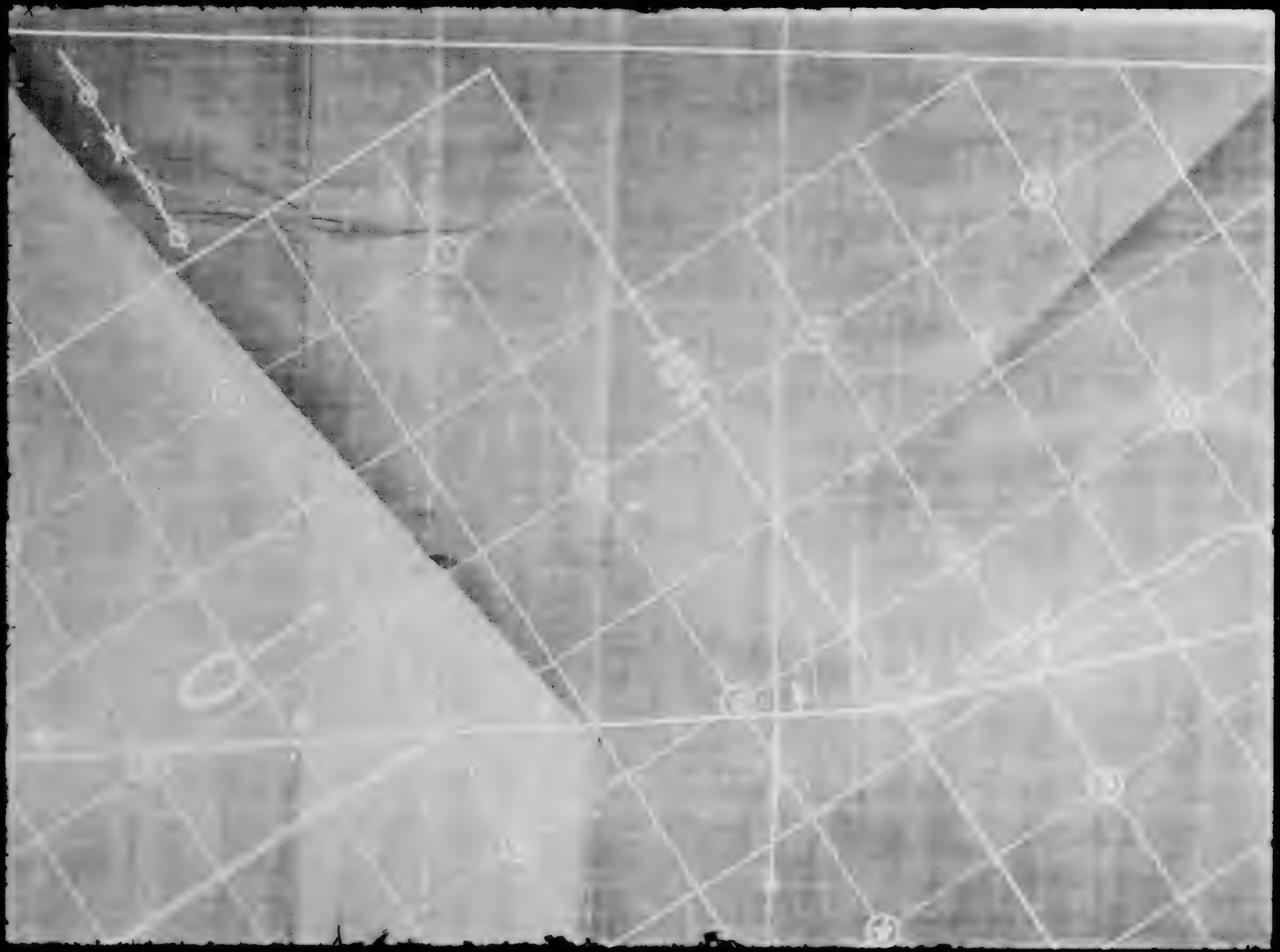
[illegible]

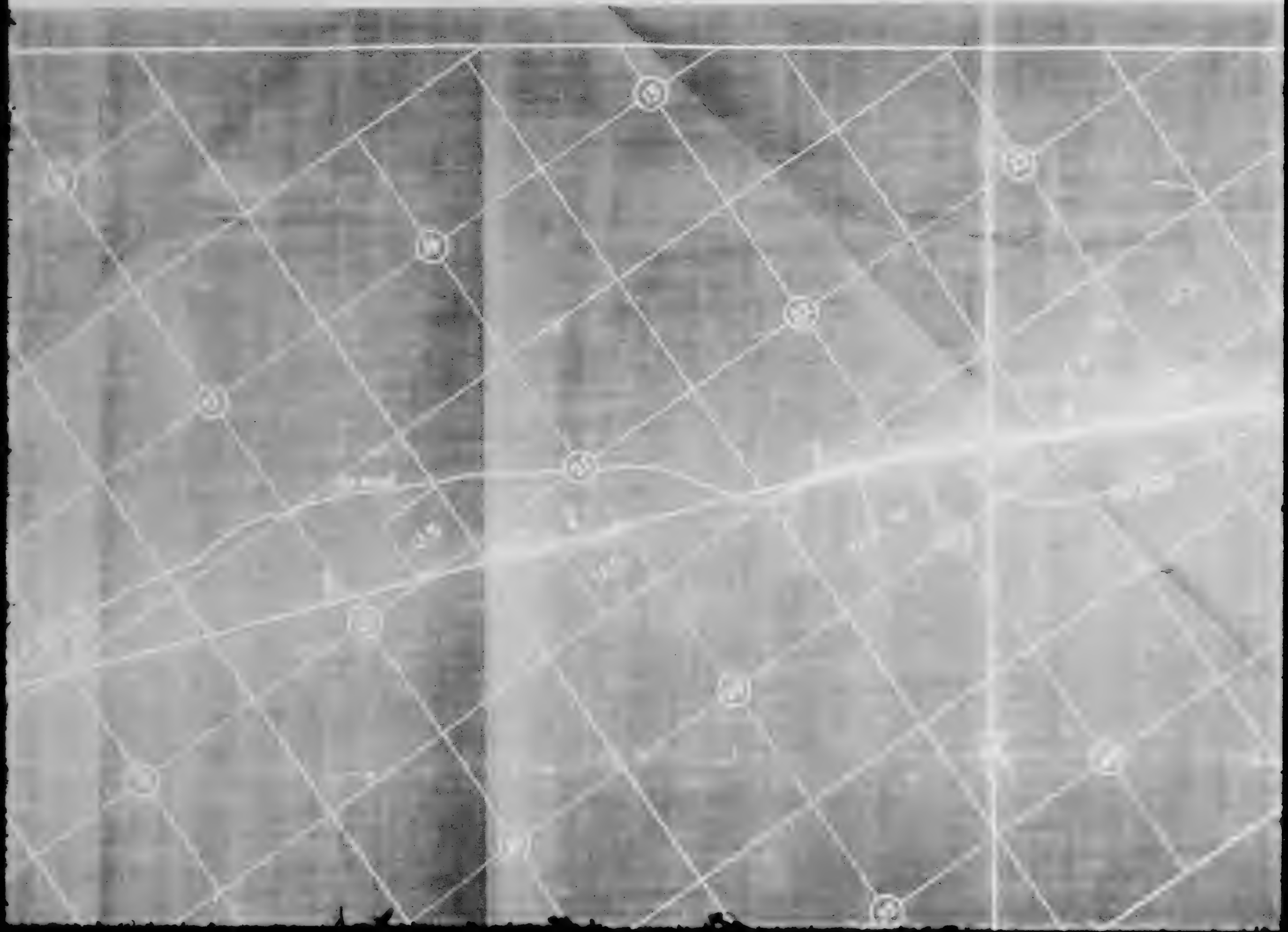
T.25 S., R.37 E., W.M.

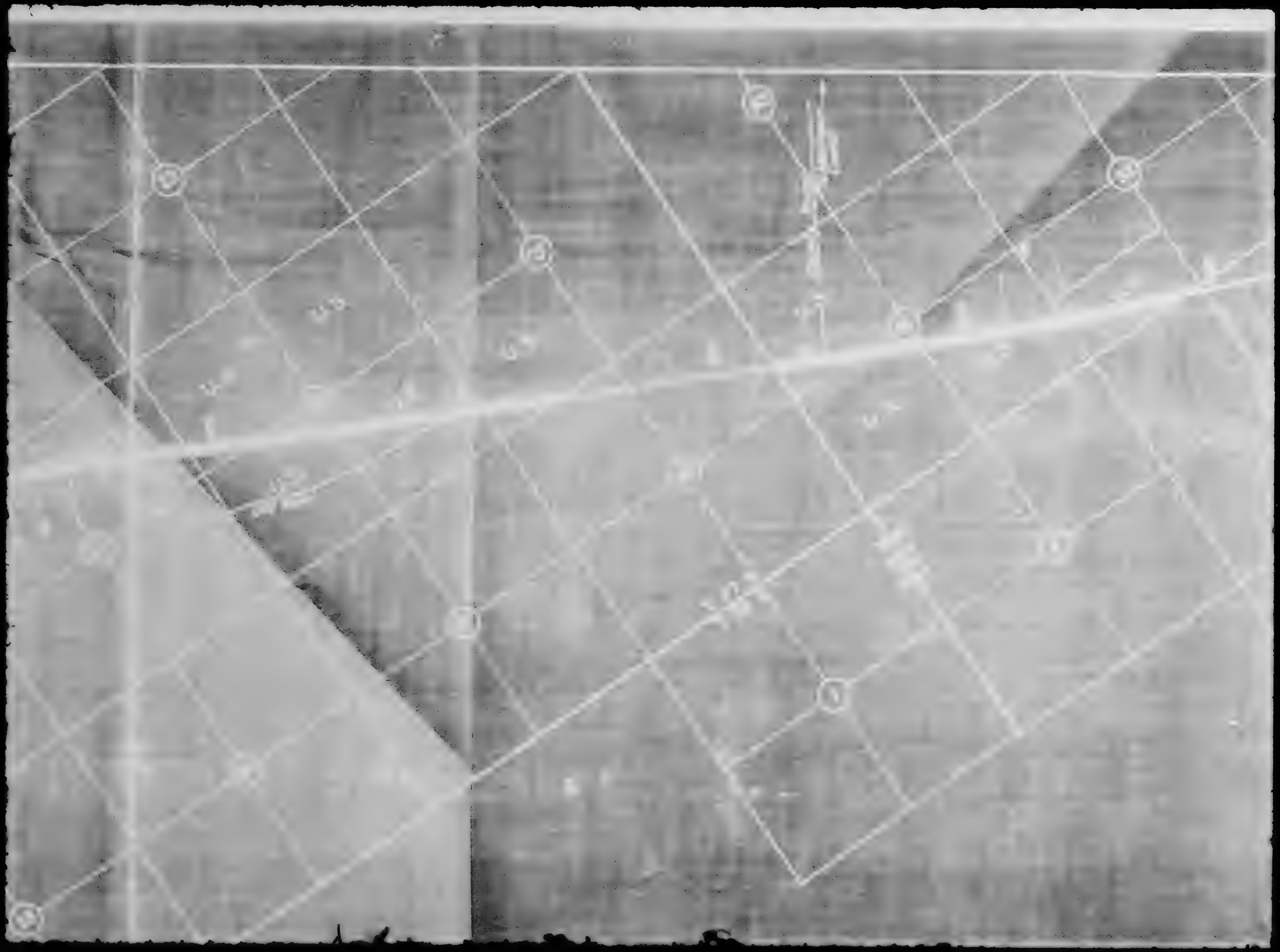
[illegible]

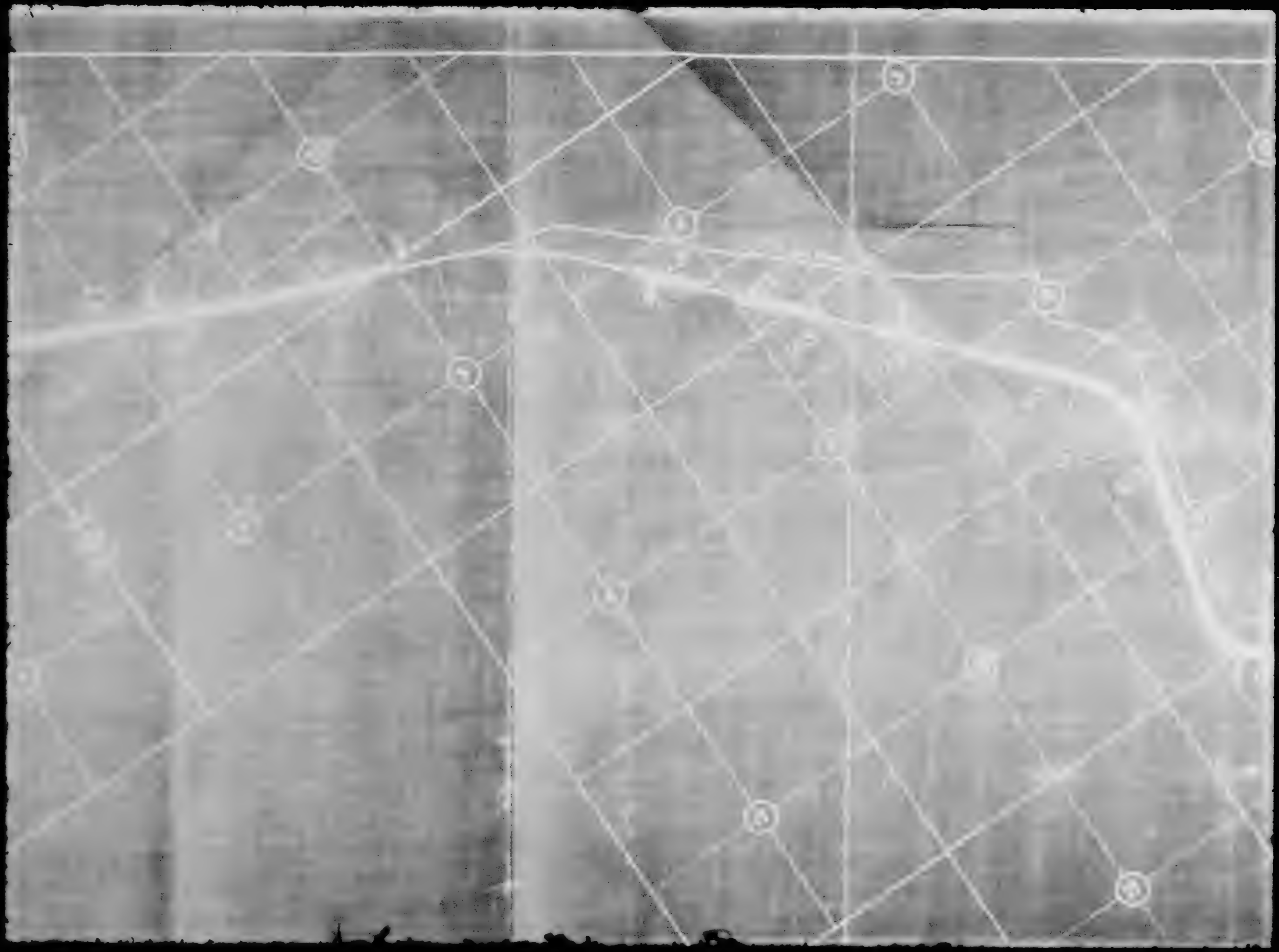
Right of Way Width 200'
[illegible] each Side of [illegible]

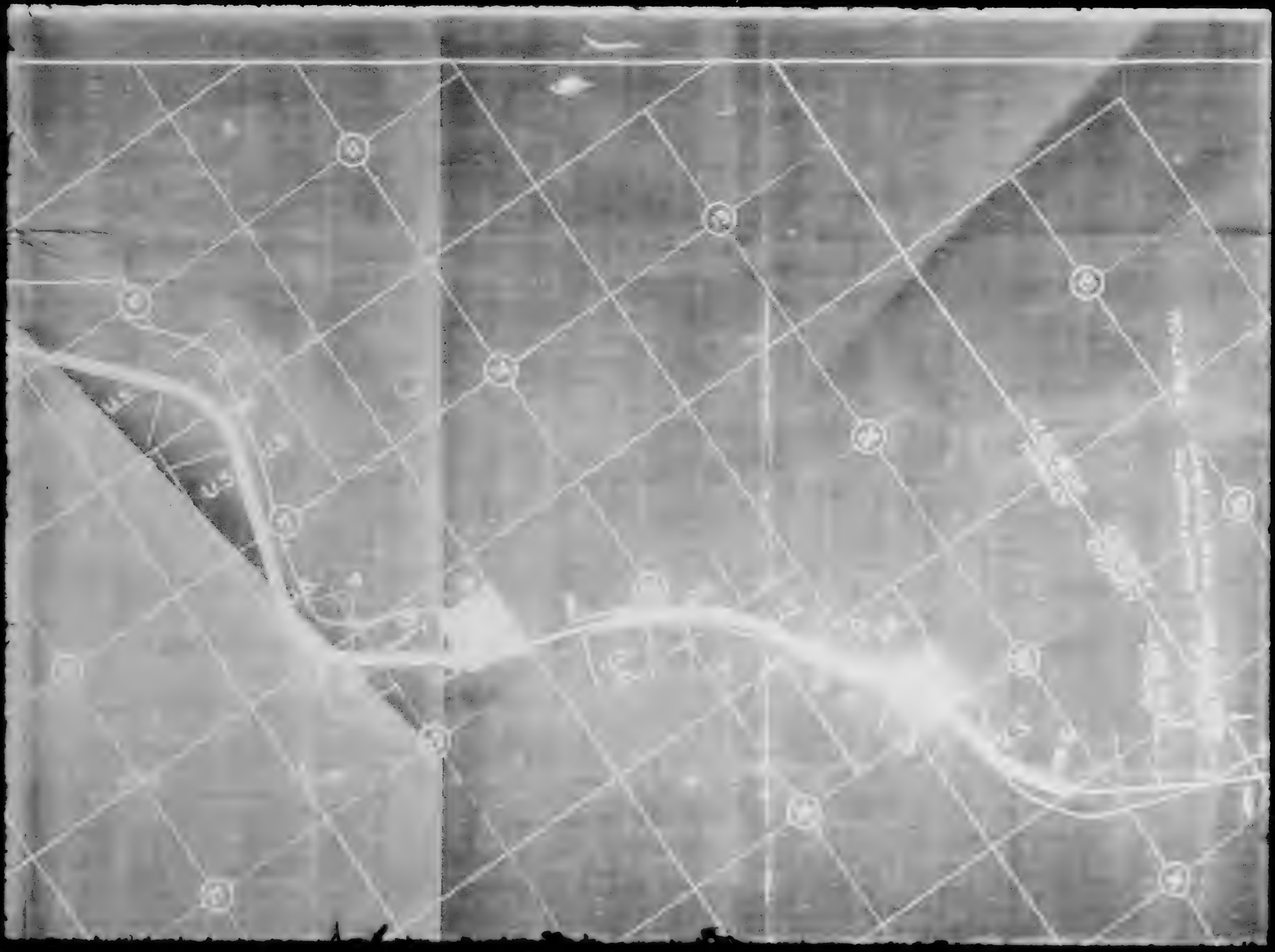


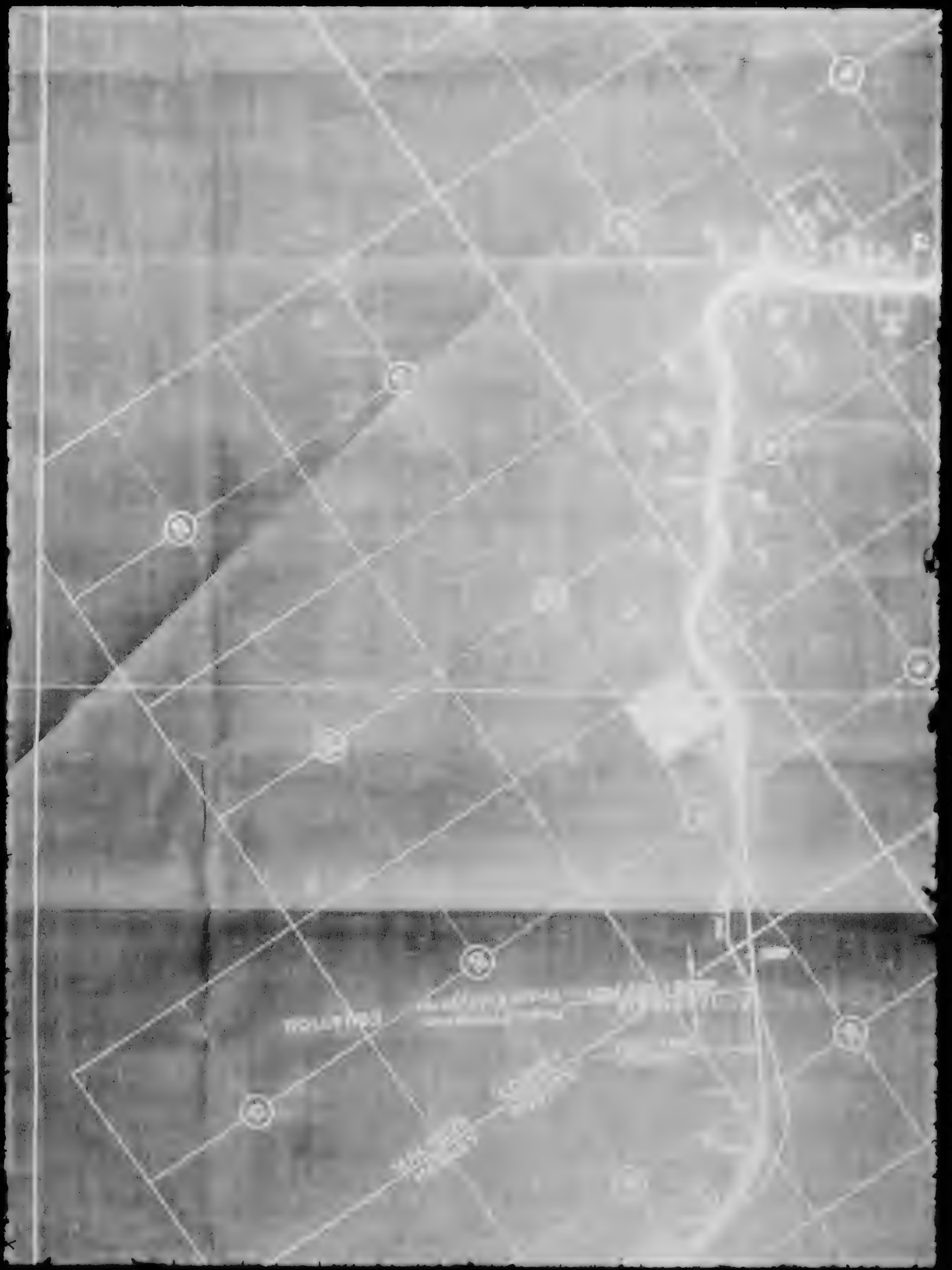












I hereby certify that the following described Lands are, as of this date, [illegible] Federal Lands, to wit:

T. 25 S., R. 33 E., W.M.

[illegible]

T. 26 S., R. 34 E., W.M.

[illegible]

T. 27 S., R. 34 E., W.M.

[illegible]

T. 27 S., R. 35 E., W.M.

[illegible]

T. 27 S., R. 34 E., W.M.

Sec. 31 N½N½, SW¼NE¼, SE¼NW¼
Sec. 32 S½ of SW¼

T. 24 S., R. 36 E., W.M.

[illegible]

T. 25 S., R. 37 E., W.M.

[illegible]

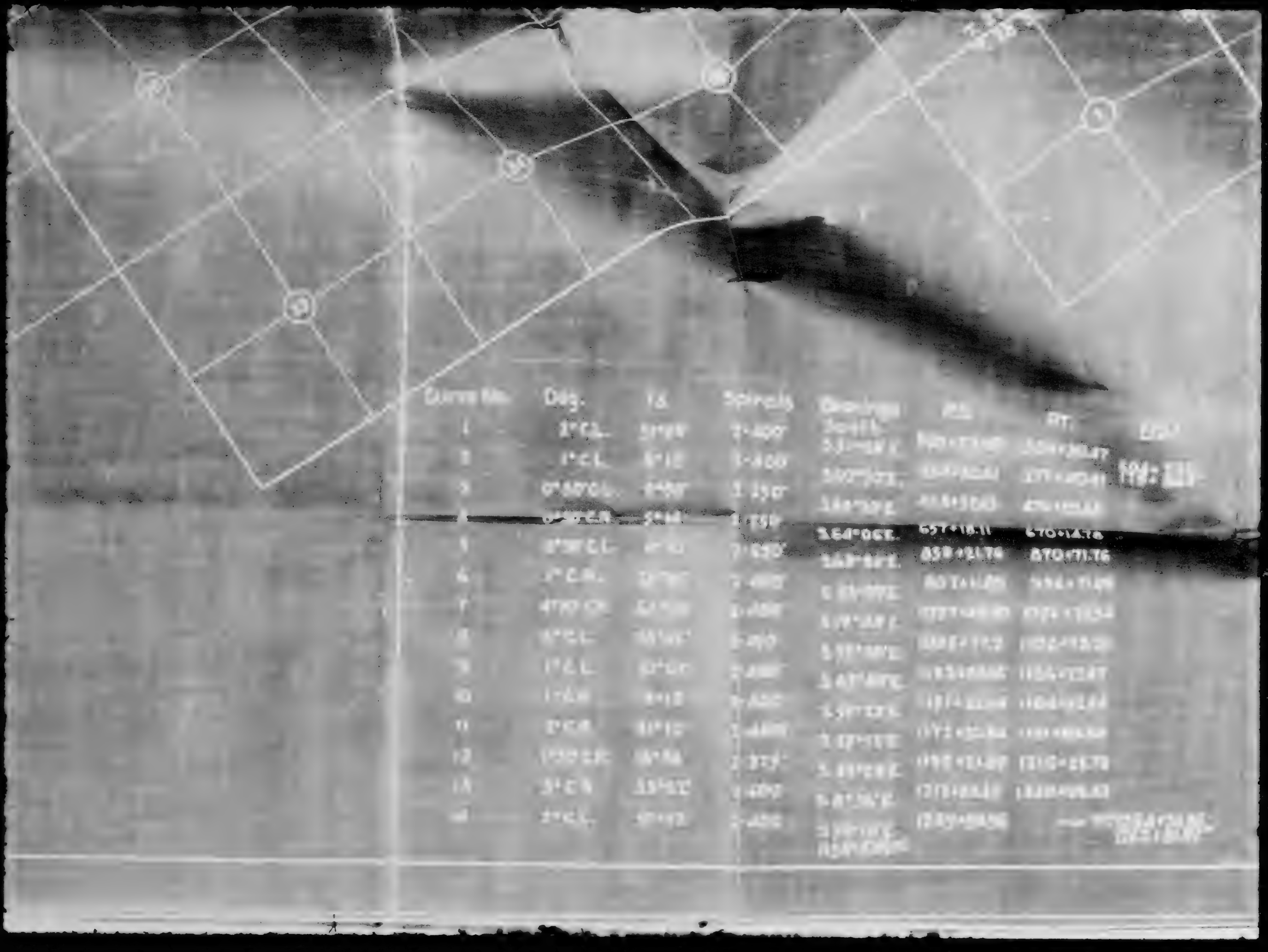
T. 26 S., R. 37 E., W.M.

[illegible]

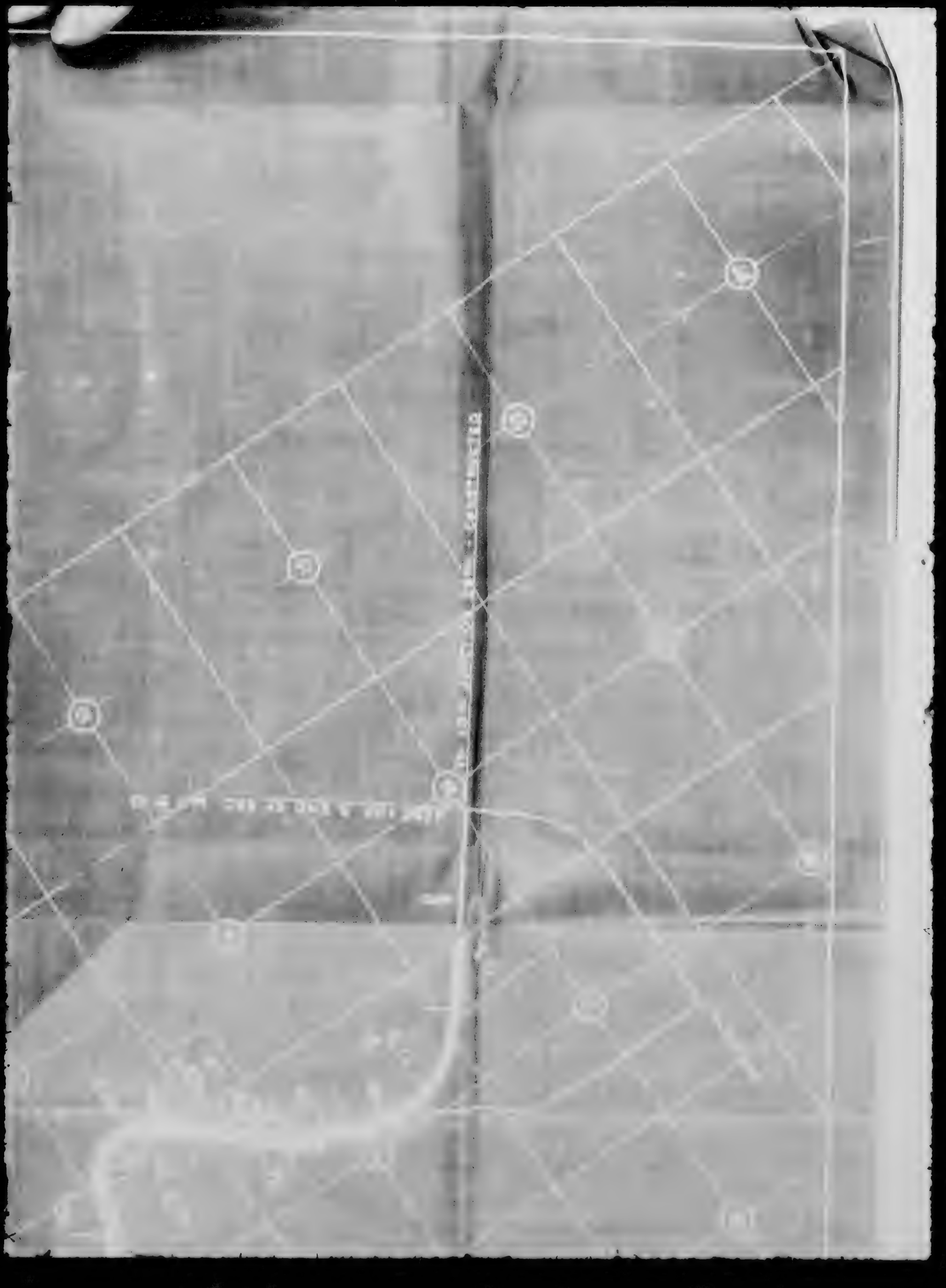
Right of Way Width [illegible]
100 Each Side of [illegible]

Signed at Portland, Oregon, this [illegible] day of [illegible], 1949.

[signature]
Manager



Cable No.	Dia	Ft	Spirals	Barrel	Std	Ft
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						



RECEIVED
JUL 2
FOR FILING

Salem, Oregon
June 30, 1949

COPY

Mr. H. G. Smith

The following action was taken by the Highway Commission at its recent meeting:

1. Authorized calling for bids on the Warrenton Secondary Highway in Warrenton as soon as the plans are finished and the city has acquired right of way.

2. Approved oiling of a 1.3-mile section of the Elkton-Sutherlin Secondary Highway at the west city limits of Sutherlin as a 1950 Federal Aid Secondary Project. The funds are to be obtained from secondary reserve in Division No. 3.

3. Approved construction of a parking area, estimated to cost $6,000, at Willamette Pass, on the Willamette Highway. If satisfactory arrangements can be made, this work may be performed under price agreement with E. C. Hall Company on its existing contract.

4. Confirmed telephonic authority to make a location survey of Wallowa Lake Highway between the end of the present improved section and Wallowa Lake Lodge.

5. Approved erection of a textboard on the new Columbia River Highway west of Corbett, commemorating the Broughton expedition, at an estimated cost of $250. Please furnish necessary information to Mr. Widdows, so that he may erect the textboard.

6. Approved agreement with the City of Port Orford and requested that bids for the project be called as soon as possible.

7. Approved reemployment of J. H. Scott, under provisions of Senate Bill No. 203.

8. Denied resolution from the Mill City Planning Commission urging early construction of the North Santiam Highway between Menoma and Mill City.

9. Approved location of Rome-Princeton Secondary Highway between Dilmond Valley Junction and Pollyfarm and authorized acquisition of rights of way.

W. G. Williams

WGWmem

RECEIVED
JUN 24 1949
FOR FILING

June 23, 1949

Oregon State Highway Commission

Gentlemen:

I attach a sketch map of the relocation of the Lower Fairview Secondary Highway between its junction with the Diamond Valley Secondary Highway and Fairview in Harney and Malheur Counties.

This project is one of the approved second project Federal-aid Secondary projects scheduled for first-year construction and carries an appropriation of $25,000.00. The limits of the project as indicated are greater than the amount which we will be able to construct under the present allocation of funds. However, the majority of the right of way is across Government lands, and, therefore, we must file application with the U. S. Government.

In order to simplify the acquisition of the right of way across Government lands, it is requested that the entire location be approved and that we be authorized to secure the right of way and proceed with construction in accordance with the approved program.

You will note that the new alignment varies considerably from the existing traveled road. There are no buildings involved in right of way acquisition, and the right of way cost will be nominal.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

R. H. Baldock
H. D. Nichols

RECEIVED
JUL 30
FOR FILING

AGENDA
JUN 27 1949
D

Salem, Oregon
June 23, 1949

R. H. Baldock
State Highway Engineer
Department

Dear Sir:

Judge Higgs of Harney County phoned in this morning and asked to appear before the Commission regarding improvements to the Follyfarm Section of the Rome-Princeton Secondary Highway. He is scheduled to appear at 2:45 p.m., June 28th.

Very truly yours,

Secretary

FAQ:md

cc - W. C. Williams

2:45 PM
6/28

Did not appear
was present but
not to testify
6/28

D

FOR FILING

FORM E-30 15M 10-48 20667

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1949

SUBJECT:

To: R. H. Baldock
State Highway Engineer
D e p a r t m e n t

State Highway Engineer
OREGON

Dear Sir:

Judge Higgs of Harney County phoned in this morning and asked to appear before the Commission regarding improvements to the Follyfarm Section of the Rome-Princeton Secondary Highway. He is scheduled to appear at 2:45 p.m., June 28th.

Very truly yours,

Secretary

FAQ:md

cc - W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

ROME-PRINCETON HIGHWAY

HARNEY & MALHEUR COUNTIES

Scale: 1"=1 Mi. June, 1949

BEGINNING OF PROJECT
STA. 420+40 M.P. 7.97

To Crane 8 Mi.

DIAMOND VALLEY HIGHWAY

604+23 Bk. = EQUA.
179+90 Ah. =

Road 7

Existing

Hat Butte

T. 26 S.
T. 27 S.

R. 35 E.
R. 34 E.

R. 33

MALHEUR CAVE

Indian Creek

T. 26 S.
T. 27 S.

R. 35 E.
R. 34 E.

Existing

New

T. 27 S.
T. 28 S.

R. 36 E.
R. 35 E.

Malheur River

So. Fk. Malheur

MAHON RESERVOIR

R/W

Var
Min. 4

3'

Variable Slopes

3:1

MALHEUR CAVE

Indian Creek

MALHEUR CO.

HARNEY CO.

1282+62.14 Bk. = EQUA.
4556+34.9 Ah =

Existing Road

New Location

T.27S.
T.28S.

R.36E.
R.35E.

Malheur River

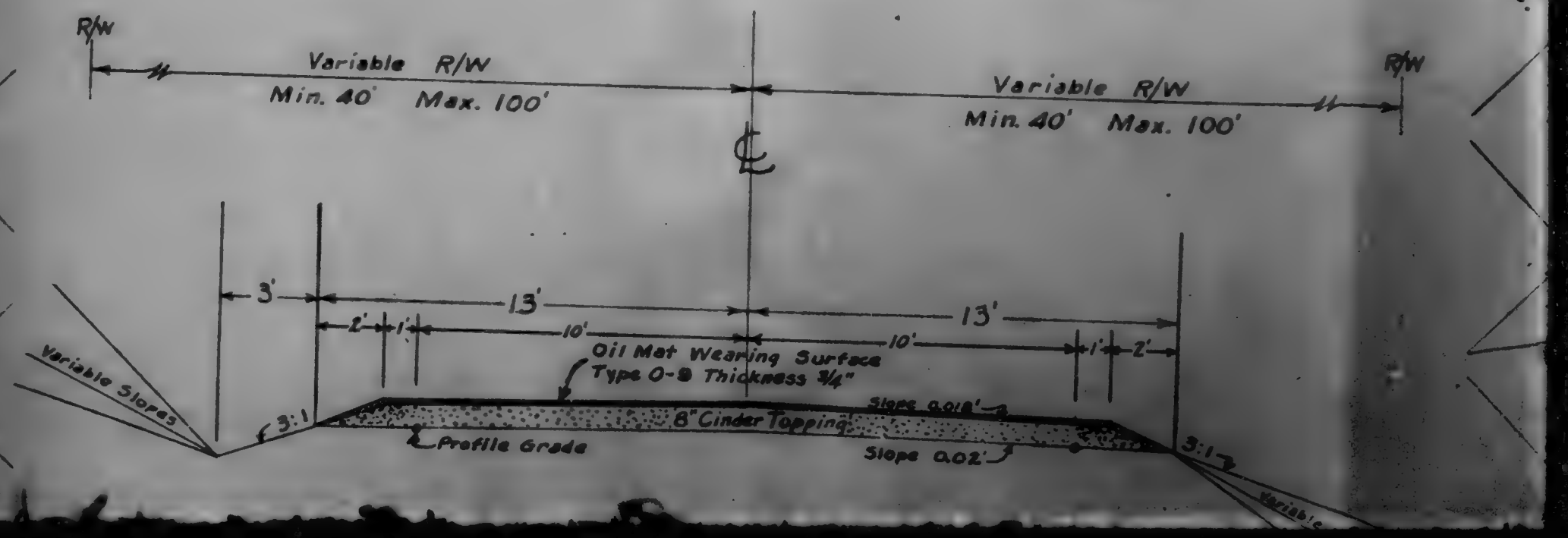
So. Fk. Malheur

MAHON RESERVOIR

Indian Creek Butte

T.28S.
T.29S.

R.36E.



MALHEUR CO.

HARNEY CO.

1282+62.14 Bk = EQUA.
4556+34.9 Ah =

END OF PROJECT
STA. 4282+00
M.P. 37.53

TO I-O N. Jct. 26 MI. →

Indian Creek
Burile

T.28 S.
T.29 S.

R.37 E.
R.36 E.

POLLYFARM

T.29 S.
T.30 S.

Variable R/W
Min. 40' Max. 100'

R/W

13'
10'
1'
2'
Slope 0.018'
Slope 0.02'
3:1
Variable S

Sketch Map

E-PRINCETON HIGHWAY

HARNEY & MALHEUR COUNTIES

Scale: 1"=1 Mi. June, 1949

BEGINNING OF PROJECT
STA. 420+40 M.P. 7.97

To Crane 8 Mi.

DIAMOND VALLEY HIGHWAY

604+23 Bk. = Eq.
179+90 Ah. =

T. 26 S.
T. 27 S.

R. 35 E.
R. 34 E.

Road 7

Existing

Hat Butte

To Diamond

PRINCETON

R. 34 E.
R. 33 E.

Creek

Existing Road

New Location

35E.

T.27S.
T.28S.

River

R.36E.
R.35E.

Malheur

So Fk.

MAHON RESERVOIR

R/W

Variable R/W
Min. 40' Max. 100'

3'

13'

2'

1'

10'

Oil Mat Wearing
Type O-B Thick

8" Cinder

Variable Slopes

3:1

℄ Profile Grade

TYPICAL

MALHEUR CO.

HARNEY CO.

Existing Road

Location

1282+62.14 Bk = EQUA.
4556+34.9 Ah

END OF PROJ.
STA. 4282+00

TO I.O.N. Jct. 26 MI.

Indian Creek Butte

T.28S.
T.29S.

R.37E.
R.36E.

POLLYFARM

Variable R/W
Min. 40' Max. 100'

℄

Variable R/W
Min. 40' Max. 100'

R/W

3' 13' 13'
2' 1' 10' 10' 1' 2'

Oil Mat Wearing Surface
Type O-B Thickness 3/4"

8" Cinder Topping

Slope 0.018'

3:1

℄ Profile Grade

Slope 0.02'

3:1

Variable Slopes

TYPICAL SECTION

MALHEUR CO.

ARNEY

CO.

1282+62.14 Bk. = EQUA.
4556+34.9 Ah =

END OF PROJE
STA. 4282+00 M.P.

To I.O.N. Jct. 26 Mi. →

Indian Creek Butte

T.28S.
T.29S.

R.37E.
R.36E.

POLLYFARM

T.29S.
T.30S.

R/W

Variable R/W
Min. 40' Max. 100'

13'
10'
1'
2'
Slope 0.016'
Slope 0.02'
3:1
Variable Slopes

TION

4-1056 Arch Cape Tunnel Lighting 1949

#3241

RECEIVED
AUG 31 1950
FOR FILING

4-10 5-6

3241

August 30, 1950

W. R. Grasle Co.
437 N. W. 16th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 21, 1950, had under discussion your request for an extension of time of 37 days, from May 31 to July 7, 1950, within which to complete your contract No. 3241 for installation of electric lighting system in Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Mason,
Division Engineer

George Danforth
Resident Engineer

W. A. Reeves

MAILED ON CARD
8-30-50 gl

RECEIVED
AUG 2[illegible] 1950
FOR FILING

4-1056

OREGON STATE HIGHWAY COMMISSION

Aug. 8, 1950
(Date)

1261 (Contract No.)	3-final (Est. No.)	W. H. Gracie Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
18058	379238	418.02	8/7/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 24 1950

OREGON STATE HIGHWAY COMMISSION

Aug. 8, 1950
(Date)

3241 (Contract No.)	2-final (Est. No.)	W. E. Grasle Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
12058	379238	418.02	8/7/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: May 31, 1950

ACCOUNTING DIVISION

Completed: July 7, 1950

Contract Accepted: Aug. 21, 1950

Time Extensions: Extended to July 7,1950 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-23-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JUL 31 1950
FOR FILING

4-1056
3241

July 31, 1950

Request for Extension of Time
No. 5
August 31 and 30 Working

State Highway Commission

Gentlemen:

Re: Arch Cape Tunnel Lighting
Contract No. 3241
W. H. Gentle Company, Contractor

Herewith copy of a request for an extension of time, from May 31, 1950 to July 7, 1950, for the installation of lighting the Arch Cape Tunnel in Clatsop County.

The contract called for completion of this work on May 31, 1950. The actual installation as performed by the contractor took a very short time, and the delay was entirely occasioned by shortage in delivery of material by the Northwestern Electric Supply Company. No additional cost was incurred by the State because of the delay, and it is recommended that the extension be allowed July 7, 1950 be granted without penalty to the contractor.

This is a State project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RHP:gm
cc: C. S. Pearson

RECEIVED
JUL 19 1950
FOR FILING

4-1056

3241

July 18, 1950

The Jewett Agency
1107 Weatherly Bldg.
Portland 14, Oregon

Gentlemen:

State Highway Contract No. 3241, for electric lighting system in the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County, has been completed by the contractor, W. R. Grasle Company, and final payment in the amount of $416.02 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $12,934, and that no force account work was performed on the project. This contract was completed on July 7, 1950, but has not been accepted by the Commission as yet.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
7/18/50
mc

mmc

cc General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

RECEIVED
JUN 21 1950
FOR FILING

4-1056
3241

3241

Mrs Lewis

June 19, 1950

General Casualty Co. of America
The Jewett Agency
1101 Weatherly Bldg.
Portland 14, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to W. R. Grasle Co. on Contract No. 1241, covering Electric Lighting System on the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County. This payment, in the amount of $13,515.98, will be made on or after June 29, 1950. The retained percentage is $418.02.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

amc

cc: General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

POSTED ON CARD
6-19-50 gf

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DEC 8 1949
FOR FILING

4-10-56
3241

December 8, 1949

Mr. J. M. DeSousa

As requested, I have had the minutes checked and enclose an excerpt showing the action taken by the Highway Commission on October 29, 1945, in the matter of cancellation of the insurance carried during the war-time period on state highway bridge structures and the Arch Cape tunnel.

I hope this is what you wanted.

Secretary

HBG:ts

Enc.

EXCERPT FROM MINUTES OF COMMISSION MEETING OF OCTOBER 29, 1945

Portland, Oregon
October 29, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:20 a.m.)
M. R. Cheesman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Asst. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * * * * * * * *

The Engineer requested instructions relative to the cancellation of insurance that has been carried on certain state highway bridge structures and Arch Cape Tunnel during the wartime period. He advised that the insurance covered damage by explosion, riot, insurrection, vandalism, etc., which, in his estimation, no longer is required in view of the fact that the war is over. He further stated that if the insurance policies are cancelled as of November 1, 1945, the State Highway Department would secure the benefit of a refund in the amount of $1,531.17. The Commission considered that the conditions which prompted the purchase of the insurance in the first place no longer exist and accordingly instructed the Engineer to cancel the policies and secure the benefit of the refund.

* * * * * * * * * * *

* * * * * * * * * * *

RECEIVED
FOR FILING

4-1056

3241

December 6, 1949

W. R. Grasle Co.
437 N. W. 16th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3241, which was awarded to you on November 7, 1949 by the State Highway Commission, covering Arch Cape Tunnel Lighting on the Oregon Coast Highway in Clatsop County.

This copy of the contract is being sent to you for your records and files. An executed copy is being sent to the surety on your bond also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

12/6/49

RECEIVED
NOV 14 1949
FOR FILING

4-1056
3241

F-16

Salem, Oregon
November 10, 1949

Mr. J. M. Devers

Herewith two copies of an agreement prepared by the Pacific Power and Light Company, as party of the first part, and the Oregon State Highway Commission, as party of the second part, which is in effect a standard form of agreement which we enter into with the Power and Light Company for furnishing electric energy for some specific purpose at a new location or new operation. In this instance, the agreement covers the furnishing of electric energy by the Company to the State, in order to illuminate the Arch Cape Tunnel on the Oregon Coast Highway south of Cannon Beach, which is now under contract to another party to furnish and install all conduits, fixtures, et cetera.

The agreement carries our approval as to engineering features, and as to the rate of one and one-quarter cents per kilowatt-hour.

Your approval of the agreement form is requested before submission to the Highway Commission for their approval.

W. W. Stiffler

WWS:er

Encl.

FORM E-99 20M 6-49 83808

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1949

SUBJECT: Arch Cape Tunnel Lighting

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith two copies of a proposed agreement between the State and the Pacific Power and Light Company covering the furnishing of power for the lighting of the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County.

This agreement apparently was prepared by the Pacific Power and Light Company patterned after other agreements in effect and has been approved by Will T. Neill, their Vice President.

Mr. Paxson has approved as to its engineering factors. Mr. Widdows and Mr. Collier both state that the 1¼¢ is a very attractive rate. With the approval of the Legal Department as to form, the proposed agreements are in order to be presented to the Highway Commission for approval.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls. 2

COMMISSIONERS
...NFIELD, CHAIRMAN
...ORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

FILING

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 24, 1949

Pacific Power & Light Company
Seaside, Oregon

Attention of Mr. O. Corey, District Manager

Gentlemen:

Re: Arch Cape Tunnel Lighting

Reference is made to your letter of June 22.

We are now making the design for the lighting of the Arch Cape tunnel on the Oregon Coast Highway south of Cannon Beach. The installation will be done by contract awarded by the State Highway Commission. We expect to use a series circuit requiring a 2400-volt, single-phase circuit. The lights will be mercury vapor. We estimate the total connecting load to be approximately 36 k.v.a.

We would prefer that the lighting installation be maintained by the power company, if a suitable arrangement can be worked out, as we do not have an electrical maintenance crew with headquarters in that area.

We will have sixteen 300-watt mercury vapor lamps burning continuously, which will be augmented by an additional forty 500-watt mercury vapor lamps burning during the hours of daylight. The control will be by a photo relay.

We are working on the design now and hope to award a contract early this fall, probably in the first week or so of September. We would appreciate any suggestion from you as to possible arrangement for maintenance of the light system.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. W. Stiffler
W. O. Widdows

NOTED
W. W. STIFFLER

...MISSIONERS
...FIELD, CHAIRMAN
...LAND
FILING
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 24, 1949

Pacific Power & Light Company
Seaside, Oregon

Attention of Mr. G. Corey, District Manager

Gentlemen:

Re: Arch Cape Tunnel Lighting

Reference is made to your letter of June 22.

We are now making the design for the lighting of the Arch Cape tunnel on the Oregon Coast Highway south of Cannon Beach. The installation will be done by contract awarded by the State Highway Commission. We expect to use a series circuit requiring a 2400-volt, single-phase circuit. The lights will be mercury vapor. We estimate the total connecting load to be approximately 36 k.v.a.

We would prefer that the lighting installation be maintained by the power company, if a suitable arrangement can be worked out, as we do not have an electrical maintenance crew with headquarters in that area.

We will have sixteen 300-watt mercury vapor lamps burning continuously, which will be augmented by an additional forty 500-watt mercury vapor lamps burning during the hours of daylight. The control will be by a photo relay.

We are working on the design now and hope to award a contract early this fall, probably in the first week or so of September. We would appreciate any suggestion from you as to possible arrangement for maintenance of the light system.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. W. Stiffler
W. O. Widdows

NOTED
W. W. STIFFLER

RECEIVED
NOV 10 1949
FOR FILING

9-1056

3241

November 9, 1949

W. E. Grasle Company
437 N. W. 16th Avenue
Portland 9, Oregon

Gentlemen:

The State Highway Commission on November 7 awarded you the contract for Arch Cape Tunnel Lighting on the Oregon Coast Highway near Cannon Beach in Clatsop County. This award was based on your low bid of $13,92[illegible] submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
O. S. Pearson

8-8303 Bandon-Brush Cr. Rock Prod. Proj., Oregon Coast Hwy. 1949

#3242

RECEIVED
AUG 23 1950
FOR FILING

R. H. Baldock

August 4th, 1950

FINAL COST ANALYSIS
Bandon-Brush Creek

Contractor - F. M. McEwen
Resident Engineer - George Baker

Contract #3242
Prefix 8-8303

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
~~1½"-3/4" Cr. Gravel in~~ Stockpile	982.09	Cu. Yd.	$2.00	$1.58	$1,549.48	$1,964.18
3/4"-½" Cr. Gravel in Stockpile	7,943.38	" "	1.50	1.466	11,642.99	11,915.07
½"-¼" Cr. Gravel in Stockpile	7,777.14	" "	1.50	1.466	11,399.28	11,665.71
¼"-0" Cr. Gravel in Stockpile	2,802.38	" "	1.50	1.466	4,106.29	4,203.57
Hauling Crushed Gravel, Pile Measure	158,313.04	Yd. Mi.	0.14	0.118	18,680.94	22,163.83
SP Screen Rejects	717.63	Cu. Yd.	0.25	0.25	179.41	179.41
PA #1, 3/4"-½" Cr. Gravel in Stockpile	285.71	" "	1.50	1.466	418.15	428.57
PA #1, ½"-¼" Cr. Gravel in Stockpile	285.71	" "	1.50	1.466	418.15	428.57
PA #1, ¼"-0" Cr. Gravel in Stockpile	147.62	" "	1.50	1.466	216.38	221.43
Hauling Cr. Gravel (Truck Measure), PA #1	19,414.08	Yd. Mi.	0.14	0.118	2,290.86	2,717.97
Sales to City of Bandon, Including Haul (20-Mile Haul)	886	Cu. Yd.	4.50	4.07	3,606.48	3,987.50
					$54,508.41	$59,875.81

Gross Revenue	$59,875.81
Total Cost	54,508.41
Profit	$ 5,367.40

Net Profit Equals 9% of Gross Revenue

NOTED
State Highway Engineer

Bandon-Brush Creek
Contract #3242
A. H. Saxton

Detail of Cost

Labor:

Supervision	$1,350.00	
Labor	13,972.31	
Labor Insurance	1,149.15	
		$16,471.46

Equipment Rentals & Misc. Supplies:

Equipment Rental, Owned	$16,636.00	
" " , Hired Fully Operated	8,546.67	
Gas, Oil & Grease	4,570.32	
Small Tools & Misc. Supplies	1,893.50	
P.U.C. Fees	493.90	
Freight	1,135.14	
P.L. & P.D. Insurance	673.77	
Bond	410.95	
Home Office & Overhead	1,676.70	
Paid McEwen for Contract	2,000.00	
		38,036.95

Total Cost.....$54,508.41

Bandon-Brush Creek

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Cost per Cu. Yd.
Strip Pit	21,110	Cu. Yd.	$ 383.93	$0.02
Move In & Set Up	"	" "	4,429.69	0.21
Load & Haul to Crusher	"	" "	9,837.26	0.466
Crushing	"	" "	13,510.40	0.64
Stockpiling	"	" "	2,742.78	0.13
	21,110	Cu. Yd.	$30,904.06	$1.466
Hauling to Stockpile	195,447	Yd. Mi.	$23,424.94	$0.118
Rejects	717.63	" "	179.41	0.25
	21,110	Cu. Yd.	$54,508.41	

Crusher Operating Time - 464 Hours

Average Production - 45.5 Cu. Yd. per Hour

Bandon-Brush Creek
Contract #3242

Remarks:

This was a "State Project" for crushing and stockpiling 20,224 cu. yd. of gravel for maintenance. The contract was bid and awarded November 7, 1949. Work started November 14, 1949, and completed February 10, 1950. The contractor also crushed and hauled 886 cu. yd. of gravel for the City of Bandon.

This contract was bid and awarded to F. H. McEwen and subcontracted to A. H. Saxton & Sons, who had their crushing plant set up at the specified gravel site and had crushed the gravel for Leonard & Slate on the B.P.R. job south from Port Orford. The subcontractor paid the contractor $2,000.00 for the contract, which was very reasonable, as it saved a move in and set up cost.

The gravel site was located in Elk River approximately 0.78 mile easterly from the Oregon Coast Highway at M.P. 315.94 on the Elk River Market Road.

The subcontractor started crushing gravel November 14, 1949, and completed crushing February 8, 1950, a total of 464 hours to crush 21,110 cu. yd. of gravel, for an average of 45.5 cu. yd. per hour, which was good production for the winter season on the coast.

The crushing plant consisted of a 3' x 18' feeder, 24" x 36" jaw crusher, 3' gyratory crusher, 36" cone crusher, 45 cu. yd. steel rock bunker, 2' x 6' scalping screen, 4' x 12' separating screen, with conveyors and electric motors as required. The plant was powered with three diesel power units and one diesel generator unit.

The gravel was loaded with a 3/4 cu. yd. shovel and hauled to the crusher with two Koehring dumptors.

The crushed gravel was hauled to the stockpiles with five of the subcontractor's trucks and five hired trucks.

Stockpiling was done with a TD-18 cat and dozer.

The subcontractor had good bid prices and equipment and personally supervised the project, and a good profit was realized.

E. H. Clymer
Cost Analyst

By . . George Kayser

3242
8-8303

OREGON STATE HIGHWAY COMMISSION

May 5, 1950
(Date)

3242	5-final	F. H. MC KNEN
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
7057	373870	1,662.09	5/5/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAY 9 1950

MAILING CARD
5-9-50

OREGON STATE HIGHWAY COMMISSION

May 5, 1950
(Date)

3242	5-final	F. H. MC EWEN	
(Contract No.)	(Est. No.)	(Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
7057	373870	1,662.09	5/5/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Aug.31,1950

ACCOUNTING DIVISION

Completed: Feb. 8, 1950

Contract Accepted: March 21, 1950

Time Extensions: None Needed

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 5-8-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 5 - 1950
FOR FILING

8-8303
3242

May 4, 1950
Salem, Oregon

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

Reference is made to your letter dated April 27, 1950, regarding transfer of crushed material produced under Contract No. 3242 for the Port Orford Project and accompanying transfer.

The original transfer, made in this office, had not been entered in the books when your letter was received, and we are substituting corrected transfers for the Port Orford Section and to the District Rock Service Account.

Destroy the original copies of transfers from 8-8303 to 8232-571 and 8-1006-248, substituting the enclosed corrected transfers.

Thank you for your correction of this transfer.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
DSP:md
cc: Dist. Maint. Supt.
John Bond

Grant File
Ltr

FORM E-20 25M 1-50 37538

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 27, 1950

SUBJECT: 8-1006 Port Orford
Rock from 8-8303

To:

S. H. Probert

Dear Sir:

Referance is made to your Request for Transfer, form A-87, in connection with the final voucher, contract #3242, covering rock which you have evidently mistaken as being that piled for the surfacing and oiling of the Port Orford Job, 8-1006.

The quantities quantities set out in stockpile are shown on line 10 of the final estimate.

The materials which you shown on the Transfer are those that will be used for maintenance and the only reason we covered them by a Price Agreement was due to the fact that they were hauled beyond the limits of the project.

I am enclosing a corrected Transfer to take the place of the one you prepared.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl;g

encs

cc: Bakers-

RECEIVED
APR 1 [illegible]
FOR FILING

8-4303
3242

April 19, 1950

American Casualty Co.
617 Washington St.
Reading, Penn.

Gentlemen:

Please be advised that State Highway Contract No. 3242, for rock production on the Bandon-Brush Creek Section of the Oregon Coast Highway in Curry and Coos Counties, has been completed by the contractor, F. H. McEwen, and that final payment in the amount of $1,662.09 will be made on or after April 29, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $55,868.31, and that no force account work was performed on the project. This contract was completed February 8 and accepted by the Highway Commission March 21, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

4-14-50 gl

Form E-1—SM—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~January~~ February 4, 1950

Section Bandon - Brush Creek

Highway Oregon Coast

Contractor F. H. McEwen

Date of contract November 7, 1949

Date work started November 14, 1949

Amount of contract . . . . . $ 54,795.00

Kind of work Rock Production

Section prefix 8-8303

Contract number 3242

Date of completion August 31, 1950

Estimated date of completion Feb.10, 1950

Per cent of time elapsed 30 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 54,795.00

Per cent of contract completed, based on total contract price . . . . . 99.5 %

Engineering cost to date $ 2403.88, 4.93 %

Date project was completed ....., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The plant operated Monday thru Saturday

H. W. LIGGY
NOTED

RECEIVED
FEB 7 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. M. BOOTH

Signed Geo. C. Baker Resident Engineer

Address Box 741 Port Orford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			20,250		
Estimated quantities moved or placed to date			20,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			14		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%;..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants ....1.....

Compressors ....., Bulldozers ....1....., Sheep-foot rollers .....,Dumptors 2.....,Trucks . 6.....,Tracscavator 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cold		
Tuesday	Clear,Cold		
Wednesday	" "		
Thursday	Fair		
Friday	Rain		
Saturday	Rain		

State Printing Dept. 33571

RECEIVED
MAR 7 1950
FOR FILING

8-8303

3242

March 7, 1950

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to F. H. McEwen, on contract No. 3242, for rock production on the Bandon-Brush Creek Section of the Oregon Coast Highway in Curry and Coos Counties. This payment, in the amount of $867.78, will be made on or after March 17, 1950. The retained percentage is $1,677.10.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

NOTED ON CARD
3-7-50 gl

RECEIVED
FEB 23 1950
FOR FILING

8-Y 303
3242

February 21, 1950

American Casualty Company
607 Washington St.
Reading, Pa.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to F. H. McEwen a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3242 for rock production on the Ramdon-Brush Creek Section of the Oregon Coast Highway in Curry and Coos Counties. This payment, which is in the amount of $10,598.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,650.26. The present payment to the contractor will be made on or after March 3, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

NOTED ON CMFD
2-21-50 gC

RECEIVED
DEC 6 1949
FOR FILING

8-33-3
3242

December 6, 1949

Mr. F. H. McEwen
1673 Villard St.
Eugene
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3242 which was awarded to you on November 7, 1949 by the State Highway Commission, for rock production on the Bandon-Brush Creek Section of the Oregon Coast Highway in Curry and Coos Counties.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded 12/6

RECEIVED
NOV 10 1949
FOR FILING

8-8302
3242

November 9, 1949

F. E. Holmes
1673 Willard Street
Eugene, Oregon

Dear Mr. Holmes:

The State Highway Commission on November 7 awarded you the contract for the Bandon-Brush Creek Rock Production Project on the Oregon Coast Highway in Curry County. This award was based on your low bid of $54,795.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

10-8301 Koepke Slough-Sawyers Ferry Rd. Rock Prod. Proj., Umpqua Hwy. 1949

#3243

RECEIVED
DEC 21 1950
FOR FILING

R. H. Bullock

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Contract #3243

Koepke Slough, Sawyers Ferry Road
Rock Production

Prefix 10-8301

Umpqua River Navigation Co., Contractor

C. C. McKinney, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1¼"-3/4" Cr. Gravel in SP	928.8	Cu. Yd.	$2.94	$2.69	$2,498.47	$2,730.67
3/4"-½" " " " "	6,606	" "	2.94	2.69	17,776.38	19,421.64
½"-¼" " " " "	6,168.5	" "	2.94	2.69	16,599.51	18,135.39
¼"-0" " " " "	1,644.4	" "	2.94	2.69	4,423.44	4,834.54
SP Haul Adj., Favor of Contractor	81.03	Yd. Mi.	0.12	0.12	9.72	9.72
						$45,131.96
1"-0" Rejects Sold to Logging Co.	950	Cu. Yd.	1.00	0.51	485.00	950.00
					$41,792.52	$46,081.96

Gross Revenue	$46,081.96
Total Cost	41,792.52
Net Profit	$ 4,289.44

Net Profit Equals 9.3% of Gross Revenue

Koepke Slough-Sawyers Ferry Road
Contract #3243

Detail of Cost

Labor:

Labor and Supervision	$7,326.18	
Labor Insurance	549.46	
		$7,875.64

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$10,209.03	
" " , Hired	183.00	
Gas, Oil & Grease	3,906.89	
Overhead	94.84	
Bond	338.49	
Paid to Risley Brothers for Crushing 15,347.7 Cu. Yd. at $1.25	19,184.63	
		33,916.88
		$41,792.52

Koepke Slough-Sawyers Ferry Road
Contract #3243

Remarks:

This was a "State Project" for crushing and stockpiling 15,347.7 cu. yd. of gravel for maintenance. The contract was bid and awarded November 7th, 1949, work started December 21st, 1949, and project completed May 3rd, 1950. The contractor also produced 5,071.4 cu. yd. of crushed gravel for the Luder Creek-Murphy Camp Section, Contract #3172, which he had under construction on the Umpqua Highway.

This contract was awarded to the Umpqua River Navigation Co., who dug the gravel out of the Umpqua River opposite M.P. 14.10 with a 3 cu. yd. bucket dredge and placed in a stockpile on the bank next to the highway, and then after gravel was crushed, hauled the crushed gravel from the crushing plant bunkers to the stockpiles. Equipment used by the contractor consisted of one 3 cu. yd. bucket dredge with a 115-foot boom, one Hough loader and six 6 cu. yd. trucks.

The crushing was done by the Risley Brothers, who moved in and set up their plant near the gravel pile which had been dug out of the river and stockpiled on the bank at M.P. 14.10. The plant was set up so that a 3/4-yard shovel equipped with a dragline boom and bucket could feed the crushing plant. The erection of crushing plant was started on December 21st, 1949. Progress was very slow due to cold and rainy weather and was not ready for operation until February 22nd, 1950.

The crushing operation was hampered by cold and rainy weather for about three weeks, or until March 13th, 1950, after which the weather improved and good progress was made and crushing was finished May 3rd, 1950. 20,469 cu. yd. of crushed rock was produced in 545 hours operating time, an average of 37.5 cu. yd. per hour. A semi-portable crushing plant with three crushers and a 3/4 cu. yd. shovel were used.

Good bid prices with good equipment and supervision resulted in a fair profit.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
JUL 17 1950
FOR FILING

10-8301

OREGON STATE HIGHWAY COMMISSION

June 15, 1950
(Date)

32h3 (Contract No.) 4-final (Est. No.) Umpqua River Nav. Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8958	376341	1363.39	6/15/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUL 14 1950

7-14-50 g C

OREGON STATE HIGHWAY COMMISSION

June 15, 1950
(Date)

3243	4-final	Umpqua River Nav. Co.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8958	376341	1363.39	6/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion: June 30, 1950

Completed: May 3, 1950

ACCOUNTING DIVISION

Contract Accepted: July 11, 1950

Time Extensions: None Needed

Penalties: None of Record

Claims: None of Record

Remarks:

Date: July 13, 1950

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 31 1950
FOR FILING

10-8301

3243

May 31, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3243, for rock production on the Koepke Slough-Sawyers Ferry Road Section of the Umpqua Highway in Douglas County, has been completed by the contractor, Umpqua River Navigation Co., and that final payment in the amount of $1,363.39 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $45,131.96, and that no force account work was performed on the project. This contract was completed on May 3, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
5-31-50 gf

RECEIVED
MAY 24 1950
FOR FILING

10-830

May 24, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Umpqua River Navigation Co., on contract No. 3243, for rock production on the Koepke Slough-Sawyers Ferry Road Section of the Umpqua Highway in Douglas County. This payment, in the amount of $13,589.47, will be made on or after June 3, 1950. The retained percentage is $1353.67.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Jewett, Barton, Leavy and Kerr
Lewis Building
Portland 4, Oregon

NOTED ON CARD
5-24-50, JE

Form E-1—836—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6, 19 50

Section Koepke Slough - Sawyers Ferry Road

Highway Umpqua

Contractor Umpqua River Navigation Co.

Date of contract Nov. 7, 1949

Date work started Dec. 21, 1949

Amount of contract $44,100.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 47,736.00

Per cent of contract completed, based on total contract price . . . . . 100. %

Engineering cost to date $ 2950., ... %

Kind of work Rock Production

Section prefix 10-8301

Contract number 3243

Date of completion June 30, 19 50

Estimated date of completion June 30, 19 50

Per cent of time elapsed 75.8 %

Date project was completed May 3, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor completed project on May 3, 1950.

The Portable Plant, located at Sta. 749 Luder Creek - Murphys Camp Project, will be used to produce the oiling rock for same, therefore the removal and clean up of Plant site will be delayed.

The Field Crew remeasured the balance of the Stock Piles this week and 2 men have been working in the office on calculations.

It is planned to have the Semi-Final Estimate prepared by May 10th, estimate day.

Signed L. L. McKinney

Address P.O. Box 214 North Bend, Oregon.

NOTED

E. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Rock Production

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	15,000				
Estimated quantities moved or placed to date	15,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	15 Day Shift 13 Nite Sh.				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers Bucket Dredge 1; Trucks 6; Scoopmobile 1. . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Cloudy		
Saturday	Cloudy		

RECEIVED
MAY 8 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26750

RECEIVED
DEC 29 1949
FOR FILING

10-8301

3243

December 28, 1949

Umpqua River Navigation Co.
Reedsport
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3243 which was awarded to you on November 7, 1949 by the State Highway Commission, for rock production on the Koepke Slough-Sawyers Ferry Road Section of the Umpqua Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/28.49

RECEIVED
NOV 10 1949
FOR FILING

10-8301
3243

November 9, 1949

Umpqua River Navigation Company
Box 205
Reedsport, Oregon

Gentlemen:

The State Highway Commission on November 7, 1949, awarded you the contract for the Keasey Slough-Sawyers Ferry Road Rock Production Project on the Umpqua Highway in Douglas County. This award was based on your low bid of $4,100 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Frobert

15-1020 Soda Gulch-Keene Creek Sec., 1949
Green Springs Hwy.
#3244

RECEIVED
JUN 27 1950
FOR FILING

Files

15-1020

3244

OREGON STATE HIGHWAY COMMISSION

June 23, 1950
(Date)

12kk (Contract No.) 4-final (Est. No.) D & R Construction Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
9690	376799	412.55	6/22/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date:

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUN 26 1950

6-27-50 JP

OREGON STATE HIGHWAY COMMISSION

June 23, 1950
(Date)

3244	4-final	D & R Construction Co.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
9690	376799	412.55	6/22/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: April 30,1950 ACCOUNTING DIVISION

Completed: March 15, 1950
Contract Accepted: April 3, 1950

Time Extensions: None Needed

Penalties: None of Record

Claims: Claim made by Lithia Motors for repair of truck, in the amount of $85.82, on 5/1/50. Has not been filed with Sec. of State.

Remarks:

Date: 6-26-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 31 1950
FOR FILING

15-1020

3244

May 29, 1950

D & R Construction Co.
Route 1, Box 967
Beaverton, Oregon

Attention: J. C. Denton

Gentlemen:

We have your letter of May 25 concerning the status of final payment on Contract No. 3244 with the D & R Construction Company for guard rail work on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County.

The Accounting Division has advised us that the final estimate which is out to the contractor for signature has not as yet been returned, so we are unable to provide any estimated time as to when final payment will be made.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

D & R CONSTRUCTION CO.

General Contractors

Route 1, Box 967 · Beaverton, Oregon

May 25, 1950

3244

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have completed the Guard Rail Project on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County.

Please inform me if the final payment has been made.

The estimates are paid to J. N. Rice of Portland, Oregon and I have been unable to learn if the final estimate has been mailed.

Voucher out to Coats for signature

Yours very truly,

D & R Construction Co.

By

RECEIVED
MAY 10 1950
FOR FILING
15-1020
3244

FILE 3244 Mrs Lewis

May 9, 1950

Lithia Motors
56-60 North Main Street
Ashland, Oregon

Gentlemen:

Your letter of May 1 concerning an amount owed to you by the D & R Construction Company has been referred to this office.

You state that on February 27 the contractor's truck was brought to your shop for repair work in the total amount of $85.82. Your claim appears to be in connection with State Highway Commission Contract No. 3244 held by the D & R Construction Company whose address is Route 1, Box 967, Beaverton, Oregon, for the construction of guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County. This contract was completed on March 15, 1950, and accepted on April 3, 1950. The Peerless Casualty Company, whose agent in this instance is Dooly and Company, Board of Trade Building, Portland 4, furnished the bond on this contract. The bond is furnished to insure satisfactory completion of the job and also payment of bills incured in connection with the contract.

Your claim will be noted in our records and we will advise the contractor and the surety of its receipt.

In the event that you may wish to protect your claim for a period longer than six months after the job has been completed and accepted it is suggested that it be filed with the Secretary of State. Enclosed is an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
5-9-50 FAQ

LITHIA MOTORS

Chrysler - Plymouth

56-60 NORTH MAIN STREET
ASHLAND, OREGON

May 1957.

State Highway Dept.
Salem. Oregon.

REFERRED TO 3244
BY SECRETARY

FORM CS-4571 LITHO IN U.S.A.

STATEMENT

DATE	DETAIL	DEBITS	CREDITS	BALANCE

We have an account on our books. the D. & R. Construction Company. (J. C. Denton). On Feb 27 while doing highway work, on the Guernsey highway, their truck was brought in for working on a/c. the total is $85.82 We are now unable to locate them for payment will you kindly forward any information possible. To us.

Yours very truly
Lithia Motors

NOTED
5-9-57

Mrs Lewis

May 9, 1950

Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Gentlemen:

We have received a letter from Lithia Motors, 56-60 North Main Street, Ashland, Oregon, advising that the D & R Construction Company on February 27, while doing work on the Green Springs Highway, brought in a truck for repairs. The bill amounted to $25.82 which they state is still unpaid. This claim appears to be in connection with State Highway Contract No. 3244 for construction of guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County. This contract was completed March 15 and accepted by the Commission April 3, 1950.

This information is provided as the Peerless Casualty Company appears as surety on the bond executed in connection with Contract 3244.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Deely and Company
Board of Trade Building
Portland 4, Oregon

D & R Construction Company
Route 1, Box 967
Beaverton, Oregon

NOTED ON CARD
5-9-50 gr

RECEIVED
APR 21 1950
FOR FILING
10-10-20
3244

April 21, 1950

Peerless Casualty Co.
19 Federal St.
Keene, New Hampshire

Gentlemen:

Please be advised that State Highway Contract No. 3244 for placing guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County, has been completed by the contractor, D & R Construction Co., and that final payment in the amount of $412.55 will be made on or after May 1, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,751.70, and that no force account work was performed on the project. This contract was completed March 15 and accepted by the Commission on April 3, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

Portland

4-21-50 gl

RECEIVED
APR 1 [illegible]
FOR FILING

15-1020

3244

April 17, 1950

Peerless Casualty Co.
19 Federal St.
Keene, New Hampshire

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to D & R Construction Co., on contract No. 3244, for placing guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County. This payment, in the amount of $804.15, will be made on or after April 27, 1950. The retained percentage is $412.55.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CA[illegible]
4-17-50 gf

Form E-1—636—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 18, 19 50

Section Soda Gulch - Keene Creek — Kind of work Guard Rail

Highway Green Springs — Section prefix 15-1020

Contractor D and R Const. Co. — Contract number 3244

Date of contract Nov. 7, 19 49 — Date of completion April 30, 19 50

Date work started Nov. 18, 19 49 — Estimated date of completion , 19

Amount of contract . . . . . $ 13,800.00 — Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,751.70

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 790, 5.5 % — Date project was completed March 15, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed second coat of paint on guard rail at M.P. 11.5 and 11.6, on Wednesday.

NOTED
E. M. BOOTH

Signed WB Merrill Res. Engr.

Address Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
	Guard Rail				
Miles in project	4.61				
Miles partially completed					
Miles completed					
Total estimated quantities	5979 Lin Ft				
Estimated quantities moved or placed to date	5979				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Clear		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday			

RECEIVED
MAR 30 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 32571

RECEIVED
APR 5 - 1950
FOR FILING

4-W

15-1020

3244

February 20, 1950

D. & R. Construction Co.
2749 N. E. Halsey Street
Portland, Oregon

Attention J. N. Rice, Jr.

Gentlemen:

Further reference is made to your letter of January 24, 1950, directed to Mr. Carl Smith of our Accounting Department, transmitting to Mr. Smith an assignment and release given to you by J. C. Denton, whereby he assigns and releases to J. N. Rice and Son, all his right, title and interest to State Highway Contract No. 3244 for the construction of guard rail fence on the Ashland-Klamath Falls State Highway.

I informed you by letter dated February 1, 1950, that we could not honor this assignment until it had been approved by the State Highway Commission. The Commission had the matter under consideration at its last meeting, but could not see its way clear to approve the assignment. In view thereof, Mr. J. C. Denton retains his interest in the contract the same as though the assignment had never been prepared.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEH:te

cc - H. H. Hemke (2)

February 1, 1950

D. & R. Construction Company
2749 N. E. Halsey Street
Portland, Oregon

Attention: J. E. Rice, Jr.

Gentlemen:

Mr. Carl Smith of the State Highway Commission Accounting Department has handed me your letter of January 24, 1950, and the assignment and release form attached thereto, whereby Mr. J. C. Denton, a member of your firm, assigns and releases to J. E. Rice and Son all of his rights, title and interest in State Highway Contract No. 3244, for construction of guardrail fence on the Ashland-Klamath Falls Highway.

We cannot honor this assignment until the surety on the bond furnished by D. & R. Construction Company in connection with this job consents thereto. Moreover, the assignment must have the approval of the State Highway Commission. The Commission is meeting in Portland next Monday and Tuesday and I will present the matter to the Commission at that time. You will be advised.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG/fm

cc - Floyd Cleary
cc - Malcolm Hanks (2)

FORM E 20X 15M 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
FEB 6 - 1950

H.W.

Salem, Oregon
February 1, 1950

SUBJECT:

To:

Mr. J. M. Devers

I have before me your letter to Mr. Glaisyer having reference to an assignment which Mr. J. C. Denton wishes to make to J. N. Rice and Son. In the last paragraph of this letter you state, "In the meantime someone in the engineering staff should inquire as to the qualifications of J. N. Rice and Son, and you should check your records to ascertain whether or not that concern has prequalified in our records."

J. N. Rice and Son are not qualified, but they are a partnership of the D & R Construction Company. The D & R Construction Company is J. C. Denton and J. N. Rice. This company is qualified to bid on projects up to $110,000.

What this really means is that one partner is requesting approval to assign all his interests in the contract to the other partner. Will you please advise Mr. Glaisyer as to the legal aspects of such assignment.

W. C. Williams

WCW:mc

cc Mr. H. B. Glaisyer

S&C

AGENDA
- 1950

H. W

FORM E-20 25M 6-49 32603

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1950

SUBJECT:

To: Mr. H. B. Glaisyer

O f f i c e

Dear Mr. Glaisyer:

I am returning the assignment which you sent me and which has been made by J. C. Denton in favor of J. N. Rice and Son.

I do not believe the Commission should accept this assignment until the matter of debts is cleared up and until the consent of the surety company to this assignment has been given. There may be a lot of unpaid debts, and this assignee may not be capable of doing this work any better than Denton. I suggest that this subject come to the attention of the Commission at its next meeting, and I suggest too that both J. C. Denton and his assignee be notified that this transaction is subject to the approval of the Commission and will be brought to the Commission's attention at the next meeting.

In the meantime someone in the engineering staff should inquire as to the qualifications of J. N. Rice and Son, and you should check your records to ascertain whether or not that concern has prequalified in our records.

Very truly yours,

J. M. DEVERS

JMD:NH
Enc.

Hl & R Contr Co
2/1/50

S+C

FORM E-80 3551 5-50 24000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 26, 1950

SUBJECT:

RECEIVED
LEGAL DEP'T.

To: H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building

Dear Sir:

I herewith attach for your files an assignment and release executed by J. C. Denton in favor of J. N. Rice and Son. This assignment is for the purpose of clearing his interest in Contract No. 3244 with the D and R Construction Company in which company he is associated with the Rices.

It appears to be a matter of interest only to your office and to the Legal Department and insofar as I can see will not effect this office's handling of the estimate vouchers on that Contract.

Very truly yours,

Carl F. Smith
Accounting Division

cfs/rs
encl.

cc: D. B. Taylor

RECEIVED
BY SECRETARY

Mr. Glaisyer
will you please advise me whether or not this assignment is OK — it doesn't look good to me. Denton is a contractor with whom we have had a lot of trouble in the past. He owes everybody in the state — seems to me the assignment is a "phony" deal.

J. N. RICE & SON
LOGGING AND TIMBER
2749 N. E. HALSEY ST.
PORTLAND, OREGON
MURDOCK 0871

Jan. 24th,1950

Mr. Carl Smith
Accounting Department
State Highway Commission
Salem, Oregon.

Dear Sir;

We are enclosing herewith, assignment and release executed by J. C. Denton, for your files.

Yours very truly

D. &. R. CONSTRUCTION CO.

By J. N. Rice Jr.

JNR.Jr./c.

J. N. RICE & SON
LOGGING AND TIMBER
3749 N. E. HALSEY ST.
PORTLAND, OREGON
MURDOCK 0871

ASSIGNMENT AND RELEASE

FOR VALUE received, and the payment of the sum of Five Hundred dollars ($500.00)to me in hand paid, by, J. N. Rice & Son, I, J. C. Denton, hereby assign and release to J. N. Rice & Son, all my right,title, and interest, waiving all claims of whatsoever nature in that certain contract, between the State Highway Commission and the D. & R. Construction Company, involving the construction of guard rail fence on the Ashland-Klamath Falls State Highway, Contract 3244.

Dated at Portland, Oregon, thid 24th day of January,1950, and executed in quadruplicate.

J. C. Denton

WITNESS

C. C. Christensen
2824 N. E. Sandy Blvd.
Portland, Oregon.

Subscribed and sworn to before me a Notary Public for Oregon this 24th day of January,1950

NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES JUNE 27, 1952

Copy filed with, Accounting Department, State HighwayCommission
Copy filed with, First National Bank, Portland, Oregon

Writ of Appeal
Received Jan 6, 1950

RECEIVED
FEB 1 1950
FOR FILING

15-1020
3244

Salem, Oregon
February 1, 1950

Mr. M. Devers

I have before me your letter to Mr. Glaisyer having reference to an assignment which Mr. J. C. Denton wishes to make to J. N. Rice and Son. In the last paragraph of this letter you state, "In the meantime someone in the engineering staff should inquire as to the qualifications of J. N. Rice and Son, and you should check your records to ascertain whether or not that concern has prequalified in our records."

J. N. Rice and Son are not qualified, but they are a partnership of the D & R Construction Company. The D & R Construction Company is J. C. Denton and J. N. Rice. This company is qualified to bid on projects up to $110,000.

What this really means is that one partner is requesting approval to assign all his interests in the contract to the other partner. Will you please advise Mr. Glaisyer as to the legal aspects of such assignment.

W. C. Williams

WCW:ms

cc Mr. H. B. Glaisyer

COPY

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1950

SUBJECT:

To: Mr. H. B. Glaisyer

O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

I am returning the assignment which you sent me and which has been made by J. C. Denton in favor of J. N. Rice and Son.

I do not believe the Commission should accept this assignment until the matter of debts is cleared up and until the consent of the surety company to this assignment has been given. There may be a lot of unpaid debts, and this assignee may not be capable of doing this work any better than Denton. I suggest that this subject come to the attention of the Commission at its next meeting, and I suggest too that both J. C. Denton and his assignee be notified that this transaction is subject to the approval of the Commission and will be brought to the Commission's attention at the next meeting.

In the meantime someone in the engineering staff should inquire as to the qualifications of J. N. Rice and Son, and you should check your records to ascertain whether or not that concern has prequalified in our records.

Very truly yours,

/s/ J. M. Devers

J. M. Devers

JMD:NH
Enc.

2/1/50
D+R constrn Co. is a general partnership consisting of J N. Rice, sr.; J. N. Rice, jr; and J. C. Denton prequalified with Hwy Dept. as of Sept. 10, 1949 for $110,000 using a factor of 5. D+R holds contract 3244 for guard rail on Tarven Springs Hwy. No claims have been filed against this contract. J. N. Rice + Son are not prequalified.
F Query

COPY

J. N. RICE & SON
Logging and Timber
2749 N. E. Halsey St.
Portland, Oregon

COPY

A S S I G N M E N T A N D R E L E A S E

FOR VALUE received, and the payment of the sum of Five Hundred dollars ($500.00) to me in hand paid, by, J. N. Rice & Son, I, J. C. Denton, hereby assign and release to J. N. Rice & Son, all my right, title, and interest, waiving all claims of whatsoever nature in that certain contract, between the State Highway Commission and the D. & R. Construction Company, involving the construction of guard rail fence on the Ashland-Klamath Falls State Highway. Contract 3244.

Dated at Portland, Oregon, this 24th day of January, 1950, and executed in quadruplicate.

/s/ J. C. Denton
J. C. Denton

WITNESS

/s/ C. C. Christensen

C. C. Christensen
2824 N. E. Sandy Blvd.
Portland, Oregon

Subscribed and sworn to before me a Notary Public for Oregon this 24th day of January, 1950

/s/ C. C. Christensen S E A L

Notary Public for Oregon
My Commission expires June 27, 1952

Copy filed with, Accounting Department, State Highway Commission
Copy filed with, First National Bank, Portland, Oregon

COPY

RECEIVED
JAN 11 1950
FOR FILING

15-1020
3244

January 11, 1950

The Commercial Bank of Oregon
8848 Southwest Canyon Road
West Slope
Portland 1, Oregon

Gentlemen:

We have your letter of January 9 concerning the status of payments to the D & R Construction Company for their Contract 3244 for the construction of guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County.

Estimate No. 1 for work performed to the 10th of December, 1949, is in the amount of $9,763.50. As instructed by Mr. Rice and Mr. Denton, this warrant will be mailed to J. W. Rice and Son, 2749 Northeast Halsey Street, Portland, Oregon within a week from this date unless some unforseen complication develops.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE COMMERCIAL BANK OF OREGON

8848 SOUTHWEST CANYON ROAD

WEST SLOPE, PORTLAND 1, OREGON

January 9, 1950

3244

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Mr. James C. Denton of the D & R Construction Company (Denton & Rice) has informed me they have a contract with yourselves for the building of 1500 feet of highway railing on the Soda Springs Section of the Green Mountain Highway between Ashland and Klamath Falls.

He also informs me there was an estimate in the approximate amount of $9600.00 approved December 5th that they have not as yet received.

Mr. Denton owes us a small note that he has promised to pay from this source and we would like to verify the above information.

We are enclosing a self-addressed and stamped envelope for your convenience in replying. Please rest assured that this information will be kept in confidence.

Very truly yours,

Earle A. Bowman
President

EAB:cb
Encl.

Est #1, 12-10-49 10,798.50
retained 1035.00
to date 9763.50

RECEIVED
JAN 10 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1949
FOR FILING

Files

15-1020

3244

11-15-49

MEMO:

All five copies of contract No. 3244 with D & R Construction Co., covering guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County, were called for at the office in person. (Mr. Rice and Mr. Denton)

gl

RECEIVED
NOV 10 1949
FOR FILING

November 9, 1949

D. & R. Construction Company
Route 1, Box 967
Beaverton, Oregon

Gentlemen:

The State Highway Commission on November 7 awarded you the contract for the Soda Gulch-Keene Creek Section Project on the Green Springs Highway in Jackson County. This award was based on your low bid of $13,800.00 submitted on that date.

Contract forms willbe sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

RECEIVED
SEP 30 1949
FOR FILING

File

September 26, 1949

Mrs. Edward Cruson
1461 East H Street
Grants Pass, Oregon

Dear Madam:

I wish to acknowledge your letter under date of September 19, relative to potential hazards on the Green Springs Highway on the mountain grade east of Ashland, due to insufficient guard fence or sight posts.

Mr. Baldock made a personal inspection of this highway about a month or six weeks ago, following which he recommended to the Highway Commission the construction of approximately 6,000 lineal feet of guard fence on the section you refer to. The Highway Commission approved his recommendations and the project will be advertised for competitive bids in the very near future, probably at the next Commission meeting, November 7 or 8.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

1461 East 4th St.
Grants Pass, Oregon.
Sept. 19 - 1949.

Mr. R. N. Baldock
State Highway Commission;
Salem Oregon.

Dear Sir:

Have you driven over the Green Springs highway recently between Ashland and Klamath Falls?

My reason for writing this letter to you, is because I am concerned over the fact that there are no safety railings, posts, or protection of any kind on those high Curves, on that steep mountain grade, going East from Ashland. I saw again, there will be snow up there - and the road - as in the past, will be very slippery and dangerous.

My husband has to drive that route regularly, as you see I have a personal Concern. Last winter was a continual worry and I am not looking forward to the one coming up.

NOTED
W. H. SHIFLER

Is it asking too much — that a mountain highway of this type — be fixed to afford the people who must drive over it, adequate protection on those dangerous curves?

There are such sharp drop offs — it's just hundreds of feet straight down — or as much of that seven miles going over the pass.

I know I am not the only one concerned — but as one among many — & that the best place to voice my concern is directly to you; the one in authority who can do something about the situation.

I would appreciate a reply. Thanking you

I am,

Yours very truly,

Mrs. Edward Cuson.

RECEIVED

RECEIVED
SEP 23 1949
FOR FILING

Salem, Oregon
September 22, 1949

Mr. E. A. Collier

At the September, 1949 meeting, the Highway Commission approved the recommendation of the Chief Engineer to construct approximately 4,000 lineal feet of standard guard fence on the Green Springs Highway, between Siskiyou Junction and Green Springs Mountain, at the estimated cost of $15,000.

The authorization indicated this as a minor betterment project. However, the project should be advertised for bids at the November 7th or 8th meeting and constructed by contract.

H. H. Stiffler

WHS:er

cc: H. G. Smith
S. H. Probert
M. H. Hanke

RECEIVED
SEP 15 1949
FOR FILING

FT 10

Salem, Oregon
September 13, 1949

Mr. I. A. De France

A short time ago, the Highway Commission authorized the construction of 6,000 lineal feet of guard fence on the Green Springs Highway in Mr. Bromley's District.

In the event that you contemplate the use of the steel rail rather than wood, which is highly preferred, I believe Mr. Bromley should be advised or furnished with a specification for the same when ordering materials.

W. W. Stiffler

WWS:er

RECEIVED
AUG 25 1949
FOR FILING

File

Salem, Oregon
August 22, 1949

Mr. E. A. Collier

At the Highway Commission meeting held August 19, the Chief Engineer recommended the construction of 6,000 lineal feet of guard fence on the Green Springs Highway, which the Highway Commission approved at the estimated cost of $15,000 for the work to be performed this year.

The following locations are suggested by Mr. Baldock from a log which he made with his personal car.

M. P. 15.70 equals Green Springs Summit				
M. P. 15.2		-	200	lin. ft.
M. P. 14.25		-	200	" "
M. P. 14.46	to 13.3	-	2,500	" "
M. P. 12.7	to 12.8	-	500	" "
M. P. 12.6		-	200	" "
M. P. 12.4	to 11.8	-	1,500	" "
M. P. 11.7	to 11.4	-	750	" "
			5,850	lin. ft.
Miscellaneous		-	150	" "
Total - - - -			6,000	lin. ft.

W. W. Stiffler

WWS:er

cc: H. B. Glaisyer
M. H. Hawks

= MP. 15.7

93.5 = 200. 15.2

93.95 = 200 14.25

94.24 = 14.46

94.76 = 2500 13.44

94.9 = 13.3

~~96.28~~

95.4 = 500 12.8

95.5 = 12.7

95.6 = 200 12.6

FORM E-20 20M 1-49 23023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1949

SUBJECT:

To: Mr. W. C. Williams

Herewith a few things that I found on my trip to Southern Oregon:

The matter of the North Bend Chamber of Commerce house adjacent to our right of way immediately south of the overhead structure of the railroad south of the Coos Bay bridge. Advise that there is to be a revocable permit for the landscaping and for the placing of sidewalks but not for the encroachment of the building or for a sign on the state property. However, the Signing Engineer could install a sign on either side of the building, where curb cuts have already been made, directing traffic to the parking area at the back of the building.

Ben Chandler is very anxious to get Harry Reeder back on the Chrome Road right of way acquisitions. Also, he is anxious to get the Coos Bay project under contract.

If you will bring in a map of the Coos Bay-Bunker Hill area, I will show you the section that Mr. Chandler suggested we lease to the Veterans of Foreign Wars.

Please check the traffic in Coos Bay for the necessity for traffic signals on certain street intersections.

I am going to recommend that we place about 6,000 feet of guard fence on the Green Springs Highway, if the Commission approves. Herewith notes for suggested location of the fence: 93.0, summit of Green Springs Hill; 93.5, about 200 feet of guard fence; 93.95, about 200 feet of guard fence; 94.24, 200 feet; 94.76, 300 feet; 94.9 to 94.51, 2,000 feet; 95.4 to 95.5, 500 feet; 95.6, about 200 feet; 96.3 to 96.9, 1,500 feet; 97.0 to 97.3, 750 feet; 97.9, ~~from~~ end of survey.

2000' = 95.28

R. H. Baldock

RHB:hi

120-4215 Cougar Creek-Preacher Creek 1949
Section of the Alsea-Deadwood
#3245 Highway.

RECEIVED
NOV 27 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 21, 1950

120-4215		
3245 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3245	4-final	L. B. Kaufman
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
18987	4085	$ 843.28 11/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Feb. 28, 1950

Time Extensions: Extended to Aug.24,1950 without penalty -(See Remarks)

Completion Date: Aug. 24, 1950

Date Accepted: Nov. 9, 1950

Penalties: None of record at this time

Claims: None of record

Remarks: A previous extension of time penalty was waived by the Commission 10-26-50.

Date: 11-21-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 22 1950

11-22-50

RECEIVED
NOV 3 - 1950
FOR FILING

120-4215

3245

November 3, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3245, for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County, has been completed by the contractor, L. R. Kauffman, and that final payment in the amount of $843.28 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $28,109.49, of which amount $241.20 represents force account items. This contract was completed on August 24, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

11-3-50

RECEIVED
NOV 2 - 1950
FOR FILING

120-40-15
3245

November 1, 1950

Mr. L. R. Kauffman
P. O. Box 15
Waldport
Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 26, 1950, had under discussion your request for an extension of time of nine days, from August 15 to August 24, 1950, within which to complete your contract No. 3245 for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway, in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

At this meeting the Commission also discussed the penalty previously assessed against this contract, and after considering additional facts presented by the engineer unanimously waived the penalty.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: K. D. Lytle,
Division Engineer

J. C. Chapman,
Resident Engineer

H. O. Smith

NOTED ON CARD

RECEIVED
OCT 27 1950
FOR FILING

120-4215
3245

October 24, 1950

Request for extension of time
No. 8
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from L. M. Kauffman, contractor, for an extension of time on Contract No. 3245, Cougar Creek-Prather Creek Section of the Klamm-Redmond Secondary Highway, from August 15, 1950 to August 24, 1951.

The contractor was requested to crush some additional rock for the Department on a purchase order and also some additional stock-pile materials, which necessitated the overrun.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
OCT 20 1950
FOR FILING

120-4215
3245

4-i

October 16, 1950

Oregon State Highway Commission

Gentlemen:

Mr. L. W. Kauffman, contractor on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Highway, has requested reconsideration of the engineering penalty assessed him after June 15. He has furnished an affidavit from F. E. Gilkey, County Judge of Lincoln County, advising that it would have been unsafe for him to attempt to move his equipment over the Five Rivers Road any earlier than he did and that it was impossible for them to repair the road so that it would be suitable for heavy loads until drying weather.

The Division and Construction Engineers have reviewed their recommendations in the matter and are of the opinion they did not give sufficient consideration to road conditions when they recommended that penalty be assessed, and they now request that the Commission remit the penalty.

This matter will be on the next agenda, and I concur in the recommendation of the Division and Construction Engineers that the penalty be waived.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. W. C. Williams
Mr. H. G. Smith

WCW:me er

PIT RUN RIP-RAP FILL MATERIAL DOZER & SHOVEL WORK

L. R. KAUFFMAN & SON
ROCK PRODUCTION & CONTRACTORS

PHONE WALDPORT 48-F2 P. O. BOX 15

WALDPORT, OREGON

September 8, 1950

REFERRED TO
BY SECRETARY

Re.: Cont. No. 3245
L.R. Kauffman
Cougar Creek-
Preacher Creek

Mr. H. B. Glaisyer
Oregon State Highway Com.
Salem, Oregon

Dear Mr. Glaisyer:

Having noted the contents of your letter of August 30th, regarding extensions of time etc., and your decision to assess all engineering costs from June 15th to August 15th, I would like to present for your consideration some facts taken from my correspondence file. I think these letters will prove to you that there was a bonified excuse for any delay we encountered.

In the first place there was 4 feet of snow on the quarry site and if the job had been started at the time the contract was let, it would have had to be shut down for more than 90 days. The condition of the road was another cause for need of time extension. Judge Gilkey, himself, admits that heavy loads could not be hauled in safety. After May 22nd, the date of his answer to you, there was 1,000 yards of rock placed on the upper end of Lincoln County road. It wasn't until after that was done that we were able to move the crusher in. The first crushed rock was placed on our contract with you on June 19th, and the job was completed August 9th, including a stock pile which was extra work.

Then, the quarry site at the foot of the hill by Wooseleys Mill, that was recommended by your engineers, contained not more than 2,500 yards of rock suitable for crushing. Two days were spent in cleaning off the quarry site and locating rock to determine the amount procurable through that source.

The only other rock available in quantity to cover the job, was at the site opened up ½ mile below the top of the hill. If any of your engineers, with knowledge of quarry work, inspected the job in operation, I'm sure they can give you ample information as to the amount of work and time it took to get into a production status.

ACKNOWLEDGED
H. B. GLAISYER

SIZES PIT RUN RIP-RAP FILL MATERIAL DOZER & SHOVEL WORK

L. R. KAUFFMAN & SON
ROCK PRODUCTION & CONTRACTORS

PHONE WALDPORT 48-F2 P. O. BOX 15

WALDPORT, OREGON

These facts would verify our stated reasons for extension of time needed.

We were also, forced to skip around from one place to another in laying the rock on the road, as you only had one short stretch at the North end of the road finished--that is, graded and ditched. This procedure caused a waste of time. Some turn outs were not made until the last days of the hauling.

I would like to suggest that you contact some of the engineers who were on the job for further information before you make your final decision. I would be willing to assume any responsibility for delays of my own making but I feel that all these things were not with in my power to avoid.

I am enclosing some letters to verify my claims. I would appreciate it if you would return them in the self addressed envelope I am also enclosing.

Sincerely yours,

L. R. Kauffman

L. R. Kauffman
Contractor

RECEIVED
SEP 11 1950
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT

No. 2164 Issue

, 1950

By _____

: Copy of Mr. Glaisyer's letter of September 11
R. Kauffman, Contractor, and attached file regarding ex-
tension of time on Contract No. 3245, Cougar Creek-Prather
Creek Section of the Alsea-Deadwood Highway

Acknowledged by _____ Referred to Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 10-13-50 Report received _____

Remarks: Kauffman has some points in his protest. He could not move onto job until May. Started crushing June. Finished August. Doesn't seem too much negligence. WCW

C
O
P
Y

COUNTY OF LINCOLN

Toledo, Oregon

May 22, 1950

State Highway Commission
R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. L. R. Kauffman has been seriously handicapped because of the poor condition of the Five Rivers Road. I am sure that it would be unsafe at the time you wrote your letter for him to attempt to move any equipment over this road. I understand that lumber trucks have had difficulty and some have lost their loads because of the deep holes. It is my understanding that our grader has been over this road and attempted to fill some of the deep holes and should we have a bit of sunshine in the near future the road should dry sufficiently to allow him to haul his equipment.

Yours very truly,

F. E. Gilkey, County Judge

FEG:ec

COMMISSIONERS
EN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 10, 1950

Hon. F. E. Gilkey
County Judge of Lincoln County
Newport, Oregon

Dear Sir:

Some time ago we let a contract to L. R. Kauffman for work on the Alsea-Deadwood Secondary Highway and he is setting up his crusher some distance north of the summit. We are being constantly importuned by the sawmill men to hasten this work as much as possible, but Mr. Kauffman advises us that he finds it impossible to move his crushers in over the Five Rivers Road on account of the impassable condition of the road, and he feels that Lincoln County should place the road in a passable condition.

I would appreciate it very much if you would make an examination of this road to learn what can or should be done to fix it so that Mr. Kauffman can get started on his contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. L. R. Kauffman
Box 15, Waldport, Oregon

Copy

Waldport Oregon
May 2nd, 1950

Mr.H.G.Smith
Construction Engineer
State Highway Department
Salem Ore.

Dear Mr. Smith

I wonder if you could bring any pressure to bear on the Lincoln County Court. We have the state contract for the Preacher creek Cougar creek surfaceing job.

We have asked the Lincoln County Court repeatedly to fix the holes in the Five Rivers road, as have all the mill owners up there, and residents.

They gave the job to a Mr. McQueen, who sold so much of the rock to loggers and others, that he ran out of rock for the County road. The upper end of the road is impassable, and we have the heavy equipment to move in, to do our job for the State. We have already had one extension on our contract, but if we cant move in the necessary equipment to do the job, we will have to ask for another extension.

I thought you might be able to do something, since this concerns State work. Mr. Kauffman is about ready to start crushing, as soon as he can get the crusher on the job.

All other equipment is there. Most of it had to be taken in by way of Mapleton and Florence. The trailer houses were moved in for four miles with the cat. Recently a truck and cat were both laying on thier sides tipped over, on the road that we will have to travel over with the crusher.

Unless you have seen it, you wouldnt have any idea what its like.

Very Sincerely Yours

Mrs. L. R. Kauffman

Waldport Oregon
Box 15

RECEIVED
SEP 11 1950
FOR FILING

120-42 1 5
3245

September 11, 1950

L. B. Kauffman, Contractor
P. O. Box 15
Waldport, Oregon

Dear Mr. Kauffman:

This will acknowledge receipt of your letter of September 8 regarding extension of time on your Contract No. 3245 for surfacing on the Cougar Creek-Fraction Creek Section of the Alsea-Deadwood Highway.

I am referring your letter to the State Highway Engineer for his consideration. The three copies of correspondence having to do with this job, which you attached to your letter, will be returned to you after Mr. Baldock's study of the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG/Ba

cc - R. H. Baldock
W. C. Williams

COMMISSIONERS
R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

September 11, 1950

L. R. Kauffman, Contractor
P. O. Box 15
Waldport, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Kauffman:

This will acknowledge receipt of your letter of September 8 regarding extension of time on your Contract No. 3245 for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Highway.

I am referring your letter to the State Highway Engineer for his consideration. The three copies of correspondence having to do with this job, which you attached to your letter, will be returned to you after Mr. Baldock's study of the matter.

Respectfully yours,

H. H. Heaney

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG/fm

cc - R. H. Baldock
W. C. Williams

Williams
Please prepare reply

RECEIVED
SEP 13 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
SEP 7 1950
FOR FILING

120-42.15
3245

September 7, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to L. R. Kauffman, on contract No. 3245, for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County. This payment, in the amount of $2,509.71, will be made on or after September 18, 1950. The retained percentage is $843.28.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 31 1950
FOR FILING

120-4215
3245

August 30, 1950

Mr. L. R. Kauffman
Waldport
Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 21, 1950, had under discussion your request for an extension of time of 60 days, from June 15 to August 15, 1950, within which to complete your contract No. 3245 for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway, in Lane County.

The Highway Commission granted your above request, however, all engineering costs are to be assessed as penalty from June 15, 1950 until the date of completion. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

J. C. Chapman,
Resident Engineer

H. G. Smith

NOTED ON CARD
8-30-50 gl

Form E-1—5M—9-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 19 50

Section Cougar Creek - Preacher Creek

Highway Alsea - Deadwood Section

Contractor L.R.Kauffman

Date of contract Nov. 7, 19 49

Date work started Feb. 15, 19 50

Amount of contract . . . . . $ 26,800

Estimated cost of completed project, exclusive of engineering . . . . . $ 28,100

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date $ 1,660.00, %

Kind of work Surfacing

Section prefix 120-4215

Contract number 3245

Date of completion Feb. 28, 19 50

Estimated date of completion Aug. 20, 19 50

Per cent of time elapsed %

Date project completed August 24, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed dismantling of plant and reshaping of the road through the plant site.

Surfacing was laid on this short section Thursday, completing the work under the contract.

Worth inspected work Tuesday and Thursday.

He completed the semi - final estimate Friday, with rest of week off on exchange time.

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

NOTED

Signed J. O. Chapman

Address 2141 East 15th. St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.9			
Miles partially completed					
Miles completed		8.9			
Total estimated quantities		8031	338		
Estimated quantities moved or placed to date		8031	338		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		8			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Fair		
Saturday			

NOTED
WITHAM A. B

RECEIVED
AUG 28 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 38642

RECEIVED
AUG - 7 1950
FOR FILING

120-4215
3245

August 7, 1950

Request for extension of time
No. 6
August 21 and 22 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from L. R. Kauffman for an extension of time on Contract No. 3245, Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway, from June 15, 1950 to August 15, 1950.

The Contractor has taken an unduly long time to do this work, and, because of the isolated location of the project, we have incurred considerable engineering expense in order that proper supervision might be given to the project.

I would recommend that the extension be granted with engineering penalty to be assessed from June 15, 1950 until date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

:hi
Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
MAY 29 1950
FOR FILING
COMMISSIONER

BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

120-4215
32145

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 10, 1950

Hon. F. E. Gilkey
County Judge of Lincoln County
Newport, Oregon

Dear Sir:

Some time ago we let a contract to L. R. Kauffman for work on the Alsea-Deadwood Secondary Highway and he is setting up his crusher some distance north of the summit. We are being constantly importuned by the sawmill men to hasten this work as much as possible, but Mr. Kauffman advises us that he finds it impossible to move his crushers in over the Five Rivers Road on account of the impassable condition of the road, and he feels that Lincoln County should place the road in a passable condition.

I would appreciate it very much if you would make an examination of this road to learn what can or should be done to fix it so that Mr. Kauffman can get started on his contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. L. R. Kauffman
Box 15, Waldport, Oregon

RECEIVED
MAY 1 - 1950
FOR FILING

120-42-15
3245

May 1, 1950

Mr. L. R. Kaufman
Waldport
Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 25, 1950, had under discussion your request for an extension of time of 107 days, from March 1 to June 15, 1950, within which to complete your contract No. 3245 for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
5-1-50 JC

RECEIVED
APR 10 1950
FOR FILING

120-4215
3245

April 7, 1950

Karlen-Davis Company
721 American Bank Building
Portland, Oregon

Gentlemen:

Reference is to our telephone conversation this date as to the progress being made by Contractor Kauffman on the resurfacing and extra gang maintenance work on the Deadwood Highway in Lane County. I have contacted Mr. H. G. Smith, the Construction Engineer, for a report.

Mr. Smith submitted his report to me this afternoon, which is rather indefinite and inconclusive. The latest report submitted by the Resident Construction Engineer is two weeks old and in which he reports the contractor is setting up his plant and stripping the quarry. The Resident Engineer is on vacation, therefore, we were unable to contact him by telephone for a later report. However, the Division Engineer reports that, due to the inclement weather prevailing during the past two weeks, practically no work has been performed by the contractor.

The Highway Commission has granted an extention of time to Mr. Kauffman to June 15, 1950.

As the contractor now has only a little over two months to complete all work specified in the contract without penalty, I think it can be assumed that operations will be resumed very shortly and, without a doubt, carried on to completion as rapidly as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

RECEIVED
APR 10 1950
FOR FILING

120-4215-
2245-

April 6, 1950

Request for extension of time
No. 1
April 24, and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from L. H. Kauffman for an extension of time on Contract No. 2245, Cougar Creek-Pyramid Creek Section of the Alsea-Deadwood Secondary Highway, from February 28, 1950 to June 15, 1950.

This contract was awarded so late in the year that the contractor was unable to get in on the job because of wet weather. The Department will ensure a much better job if the work is not done until the summer season. Since there will be no additional engineering costs, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc W. C. Williams
H. G. Smith

hi

RECEIVED
DEC 8 10.10
FOR FILING

3214

December 6, 1949

Mr. L. R. Kauffman
Waldport
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3245 which was awarded to you on November 7, 1949 by the State Highway Commission, for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

Recorded 12/6, 9C

RECEIVED
NOV 14 1949
FOR FILING

120-4215
2245

November 10, 1949

L. R. Kauffman
Waldport,
Oregon

Dear Mr. Kauffman:

The State Highway Commission on November 7, 1949 awarded you the contract for surfacing on the Cougar Creek-Freeman Creek Section of the Alsea-Deadwood Secondary Highway in Lane County. This award was based on your low bid of $56,800 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probart

S-39(1) Little Luckiamute River Br. 1949
Sec., Kings Valley Secon. Hwy.
#3246

RECEIVED
NOV 27 1950
FOR FILING

8-39(1)

3246

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 21, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3246	8-final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18982	R-4104	$ 1,439.22	11/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Sep. 30, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-21-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 22 1950

NOTED ON CARD
11-22-50

RECEIVED
OCT 30 1950
FOR FILING

$ 3902

3246

October 27, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3246, for work on the Little Luckiamute River Bridge Section of the Kings Valley Highway in Polk County, has been completed by the contractor, J. C. Compton Co., and that final payment in the amount of $1,439.22 will be made on or after November 6, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $48,063.08, and that no force account work was performed on the project. This contract was completed on September 30 and accepted by the Commission on October 26, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
10-27-50, gl

RECEIVED
OCT 23 1950
FOR FILING

8-37(1)
5246

October 20, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. Compton Co. on contract No. 3246, for work on the Little Luckiamute River Bridge Section of the Kings Valley Highway in Polk County. This payment, in the amount of $4781.43, will be made on or after October 30, 1950. The retained percentage is $1441.97.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
10-20-50 JC

Form E-1—1086—7-50

8-39(1)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Little Luckiamute River Bridge Section

Highway Kings Va lley

Contractor J C Comton

Date of contract Nov 7 1949, 19~~50~~

Date work started " 14, 19 49

Amount of contract . . . . . $ 48750

Estimated cost of completed project, exclusive of engineering . . . . . $

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date $, %

For Week Ending Sept 30, 19 50

Kind of work Bridge Approaches and Channel Change

Section prefix 127-1019

Contract number 3246

Date of completion Sept 30, 19 50

Estimated date of completion " 29, 19 50

Per cent of time elapsed 100 %

Date project was completed Sept 29, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked crew five days this week grading channel change and building approaches and driveways and surfacing same. Installed 60' of 24" conc pipe at driveways. Used shovel with drag line bucket, 4 large trucks, motor gra der, tractor with dozer, and a roller.

George Miller on this job intermittently when checking was necessary on surfacing work.

Res Engr Jensen, with Div Engr and Res Engr Whitmore on final inspection of grading work Friday, Sept 29 . All work completed under contract Sept 2 9.

NOTED

cc L L Jensen Res Brdg Engr
255 Marion St Salem.

NOTED

E. M. [illegible]

Signed P P Whitmore Res Engr

Address Salem Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41606

RECEIVED
SEP 21 1950
FOR FILING

S-39(1)
3246

September 18, 1950

2178

Mr. Wesley Sherman, Associate Editor
Polk County Itemizer-Observer
Dallas, Oregon

Dear Sir:

Reference is made to your letter of September 14 concerning the approaches to the Little Luckiamute River Bridge near Bridgeport. J. C. Compton Company of Hillsboro are the contractors on this project.

We have had several large oiling projects this summer which have tied up practically all of their equipment. They have now completed several of these and are moving into the Little Luckiamute River Bridge tomorrow. Unless we have unreasonably bad weather, the approaches should be completed and ready for traffic by the end of September.

We appreciate the anxiety of the people living in this neighborhood and would have had the approaches complete some time ago except that in the overall picture it seemed best, with the limited equipment available, to concentrate on the larger jobs first.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm

cc G. S. Paxson

ASSIGNMENT

Sept. 18, 1950 No. 2178 Irew
By _

Description: Wesley Sherman's letter of Sept. 14 regarding new bridge on state secondary highway to Kings Valley

Acknowledged by _____ Referred to _Pearson_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____Williams'_____ signature

Assignment executed 9-19-50 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Wesley Sherman

Wesley A. Sherman
Associate Editor

Itemizer Established 1875—Observer Established 18[illegible]
Consolidated June 1, 1927

L. G. Allen
Printer

Polk County Itemizer-Observer

EARLE RICHARDSON
Editor and Publisher

Dallas, Oregon

September 14, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock,

State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Residents of the Bridgeport area, south of Dallas, have been calling to our attention the fact that the new bridge on the state secondary highway to Kings Valley from Dallas is seemingly completed but stands "high and dry" without approaches. The bridge is the one over the Little Luckiamute river, near Bridgeport.

Apparently work is not going forward on the approaches which are necessary to make the bridge usable.

As you perhaps know, the highway is very important for it feeds a large area and is of vital importance to many farmers, loggers and other residents of the area.

Regular users of the highway fear a disagreeable situation if the rainy season finds the job still incomplete. This is one of the first places in the area to flood. A temporary bridge, sitting much lower, cannot be used when floodwaters come and possibly would be washed out when the Little Luckiamute begins flooding.

Thus, there is the incongruous situation of having a brand new bridge but not being able to use it and the possibility of having no access at all if the temporary bridge is washed out.

Can you tell us whether it is planned to complete the project in the near future, and if not, what the trouble is? We would appreciate receiving some accurate information on the matter so that we can run a news story telling our local people of the situation.

RECEIVED
SEP 15 1950
OREGON
STATE HIGHWAY COMMISSION

Sincerely,

Wesley Sherman

Wesley Sherman

RECEIVED
SEP 1[illegible] 1950
[illegible] HIGHWAY COMMISSION

RECEIVED
APR 1 1950
FOR FILING

MONTANA
OREGON S-39(1)
IDAHO
WASHINGTON

Department of Commerce
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-39(1)
Little Luckiamute
River Bridge

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Ron

...ed 1946)

...pr 7874

State Oregon

Federal Aid Secondary Project No. S-79(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 19 50,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 19 49, a program, which was approved on the 12th day of August, 19 49, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24th day of October, 19 49; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-eight thousand and 00/100

dollars ($ 28,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 350+00 and survey station 355+14.5, all in the NE 1/4, Section 36, T. 8 S., R. 6 W., W.M., without exception,

, length 0.097 miles, in Polk County, being Oregon Federal Aid / Secondary project No. S-39(1), consisting of 0.063 miles of roadway and one bridge each of more than 20 feet clear span, 0.034 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

16—11370-2

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-eight thousand and 00/100 dollars ($ 28,000.00), which does not exceed the authorized Federal pro rata share of forty-six thousand, five hundred sixty-eight and 50/100 dollars ($ 46,968.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 11E

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. H. Connell
Division Engineer,
Public Roads Administration.

Attest
SECRETARY

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
APR 7 - 1950
FOR FILING

S-39(1)

February 10, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Little Luckiamute River Bridge Section, Project No. S-39 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-39 (1)

LITTLE LUCKIAMUTE RIVER BRIDGE SECTION
OF THE KINGS VALLEY HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Type Code 2010

Roadway (Sta. 350+00 to 353+32.5)

All Required		Clearing and Grubbing (15%)		$ 300.00
13,000	cu. yds.	General Excavation, Unclassified	$ 0.60	7,800.00
0.06	mile	Finishing Roadbed and Slopes	1,000.00	60.00
50	lin. ft.	24" Concrete Pipe	4.00	200.00
400	cu. yds.	3" - 0" Material in Base	3.00	1,200.00
90	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	315.00
10	M-gal.	Sprinkling	3.00	30.00
			Subtotal	$ 9,905.00
			10% Engr. & Cont.	990.50
			Total	$10,895.50

Type Code X021

Bridge (Sta. 353+32.5 to 355+14.5)

240	cu. yds.	Structural Excavation	$ 6.00	$ 1,440.00
20	cu. yds.	Structural Excavation Below Elevations Shown	15.00	300.00
320	cu. yds.	Class "A" Concrete	52.00	16,640.00
70,000	lbs.	Metal Reinforcement	0.11	7,700.00
385	lin. ft.	Metal Rail	10.00	3,850.00
All Required		Removal of Old Bridge and Maintenance of Traffic		2,500.00
			Subtotal	$32,430.00
			10% Engr. & Cont.	3,243.00
			Total	$35,673.00

Length of Roadway	0.063 mile
Length of Bridge	0.034 mile
Total Length	0.097 mile
Cost per mile, Roadway	$172,944.44

[redacted]

Item	Total Cost	FAS Funds	State Funds
Roadway	$10,895.50	$ 6,551.00	$ 4,344.50
Bridge	35,673.00	21,449.00	14,224.00
	$46,568.50	$28,000.00	$18,568.50

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

October 17, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six sets of small scale plans for the Little Luckiamute River Bridge Section, Project No. S-39 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWB/gs

October 11, 1949

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Little Luckiamute River Bridge Section, Project No. S-39 (1).

Six bid proposals and two sets of full-scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-39 (1)

LITTLE LUCKIAMUTE RIVER BRIDGE SECTION OF THE KINGS VALLEY HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 11, 1949

Type Code 0010

Roadway (Sta. 350+00 to 353+32.5)

All Required		Clearing and Grubbing (15%)		$ 75.00
13,000	cu. yds.	General Excavation, Unclassified	$ 0.60	7,800.00
0.06	mile	Furnishing Roadbed & Slopes	600.00	36.00
50	lin. ft.	24-inch Concrete Pipe	4.50	1,200.00
400	cu. yds.	3" - 0" Material in Base	3.00	1,200.00
90	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	315.00
10	M-gals.	Sprinkling	3.00	30.00
			Subtotal	$ 9,681.00
			10% Engr. & Cont.	968.10
			Total	$10,649.10

Type Code X021

Bridge (Sta. 353+32.5 to 355+14.5)

240	cu. yds.	Structural Excavation	$12.00	$ 2,880.00
20	cu. yds.	Structural Excavation Below Elevations Shown	12.00	240.00
320	cu. yds.	Class "A" Concrete	62.50	20,000.00
70,000	lbs.	Metal Reinforcement	0.12	8,400.00
385	lin. ft.	Metal Rail	12.00	4,620.00
All Required		Removal of Old Bridge and Maintenance of Traffic		7,500.00
			Subtotal	$43,640.00
			10% Engr. & Cont.	4,364.00
			Total	$48,004.00

Length of Roadway	0.063 mile
Length of Bridge	0.034 mile
Total Length	0.097 mile
Cost per mile, Roadway	$169,033.33

SUMMARY OF FUNDS

	Total Cost	FAS Funds	State Funds
Roadway	$10,649.10	$ 6,391.00	$ 4,258.10
Bridge	46,004.00	28,809.00	19,195.00
	$56,653.10	$35,200.00	$23,453.10

LITTLE LUCKIAMUTE RIVER BRIDGE SECTION

PROJECT NO. S-39 (1)

While negotiations are in progress, three parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty one days.

W. C. Williams
Assistant State Highway Engineer

By

S. H. Probert
Office Engineer

October 11, 1949

RECEIVED
DEC 8 1949
FOR FILING

8-39 (1)

3246

December 8, 1949

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your Contract No. 3246 for the construction of a bridge over the Little Lukiamute River on the Kings Valley Secondary Highway in Polk County has been received in this office fully executed. We are, therefore, returning your Certified Check No. 5688 written on the First National Bank, McMinnville, Oregon, in the amount of $2,500 which you submitted with your proposal on November 7, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

RECEIVED
DEC 8 1949
FOR FILING

8-39(1)

3246

December 6, 1949

J. C. Compton Co.
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3246 which was awarded to you on November 7, 1949 by the State Highway Commission, covering the Little Luckiamute River Bridge Section on the Kings Valley Highway in Polk County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

el

Secretary

Reports

RECEIVED
NOV 23 1949
FOR FILING

3246

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1949

SUBJECT: Little Luckiamute River
Bridge No. 6747

1538W

To:
Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

I am returning herewith Mr. Dever's letter to Mr. Glaisyer in which he called attention to the channel change included in this project. This channel change consists in the enlarging of the river channel at the bridge site. The highway at this point crosses over some low ground which is flooded for a considerable distance each way from the bridge during high-water periods. The embankment of the present project blocks up approximately 1,200 square feet of waterway area to the south of the structure, and we are providing approximately the same amount of area by this channel enlargement. The area which we are providing is much more effective than the long shallow channel area blocked up by the embankment, and the net result is that we should be able to carry more water under the new structure than is the case at present.

We will unquestionably concentrate the water which previously flowed across the road over a distance of 500 feet south of the structure into the channel itself, and there is a possibility that some erosion might occur on the stream bank just below the structure. This stream bank is rather heavily covered with brush, and there is a good chance that erosion will not occur. If we approach these property owners now for any settlement, we will undoubtedly have to pay based on the worst that they can anticipate happening. I believe our best procedure is to keep away from them until such time as some damage does occur.

In building a road across this kind of country, it is absolutely necessary to concentrate the flow into structures of reasonable length, and we have attempted to do this concentrating in a manner which promises to give the least damage possible. I am attaching a print from the grading plans for this project which shows the location and extent of the channel change and the waterway obstruction along the existing road.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

FILED

ASSIGNMENT No. 4538

DESCRIPTION: Mr. Duferg's letter of 11-10-49 calling attention to provision on page 2 of special provisions (channel change), Contract No. 3846, Bridge No. 67h7

DATE: 11-17-49 ASSIGNED TO: Pearson

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____

Any comment?

WCW

REPORT RECEIVED: 11-21-49

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-90 25M 6-48 32902

OREGON STATE HIGHWAY COMMISSION

NOTED
G.S.PAXSON

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1949

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Glaisyer:

I have approved as to form and legality proposed contract No. 3246, Bridge No. 6747, and I call attention to the provision on page 2 of the Special Provisions which calls for a channel change. I do not know how much of a change is to be made, but in this connection I make this inquiry. Have we arranged with property owners who may be affected by this change so that there will be no complaint or comeback in the event of resulting damages?

Very truly yours,

J. M. DEVERS

JMD:NH

NOTED
W. C. WILLIAMS

REFERRED TO
BY SECRETARY

RECEIVED
NOV 17 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ORIGINAL SURVEY	
NOTE BOOK	SURVEYED
NO	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED

FINAL SURVEY	
NOTE BOOK	SURVEYED
NO	PLOTTED
	MAP ATT'D
	AREAS
	AREAS CHECKED

BEGINNING OF CONTRACT
Sta. 345+00

Temp. Creek Connection

BEGINNING OF F.A. PROJECT
Sta. 350+00

Profile Grade

383+32.5 to 383+145
Remove Exist. Bridge
Const. Reinf. Conc. Bridge - 112'
Str. Ex. 215 Cu Yd
Class "A" Conc. 238 Cu Yds
Metal Reinf. 63,900 Lbs.
Metal Rail 378 Lin. Ft.
See Bridge Drgs No. 7995, 7994, 9838 & S-93

END OF F.A. PROJECT
Sta. 356+145

Structural Change

N. 43° 10' E.

Surfacing

BEGINNING OF CONTRACT
Sta. 345+00

N. & S. ℄ Sec 36

BEGINNING OF F.A. PROJECT
Sta. 350+00

352+50 Const. Rd. Appr. Lt.
Install 24" Pipe - 21'
No Str. Ex.

353+00 Const. Rd. Appr. Rt.
Install 24" Pipe - 21'
No Str. Ex.

353+32.5 to 359+145
Remove Existing Bridge
Const. Reinf. Conc. Bridge - 182'

Channel Change

354+64.43 P.S.

END OF F.A. PROJECT
Sta. 355+14.5
North Line Wm. Burns D.L.C.

LITTLE LUCKIAMUTE RIVER

Construct Connection to Existing Road

400' Spiral
S 4°00'
e 0.5

Sec. 25
Sec. 36

358+64.43 P.S.C.

Edge of Existing Road

BM Elev. 213.7

South Line Thos Hart D.L.C.
To Bridgeport →

T. 8 S. R. 6 W. W.M.

T. 8 S. R. 6 W. W.M.

LITTLE LUCKIAMUTE RIVER BRIDGE SECTION KINGS VALLEY HIGHWAY POLK COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-39(1)		

BEGINNING OF F.A. PROJECT
Sta. 350+00

END OF F.A. PROJECT
Sta. 385+43.8
North Line Wm. Burns D.L.C.

LITTLE LUCKIAMUTE RIVER

Sec. 25
Sec. 36

400' Spiral
S 4°00'
a 0.5

South Line Thos. Hart D.L.C.
to Bridgeport

2° C.L.
25°48'
T 573 936.18'

END OF CONTRACT
Sta. 367+40

To Dallas

Construct Connection to Existing Road

Existing Road Fill

Beg. of Existing Road

BM PTS. 17

Surfacing

Channel Change

Const. Grade Conn. to Existing Hwy.

Monmouth Secondary Hwy.

Fern Creek

Profile Grade — 2 = 0.0 %

Channel Change

Const. Grade Conn. to Existing Hwy.

Horsehead Road

BEGINNING OF CONTRACT
Sta. 345+00

BEGINNING OF F.A. PROJECT
Sta. 350+00

END OF F.A. PROJECT
Sta. 355+43

BEGINNING OF
Sta. 3

BEGINNING O
Sta. 3

END OF P
Sta. 35

LITTLE

To Pedee

N.43°10'E.

Surfacing

352+50 Const. Rd. App. Lt.
Install 24" Pipe - 21'
No Str. Ex.

353+00 Const. Rd. Appr. Rt.
Install 24" Pipe - 21'
No Str. Ex.

Channel Change

Construct Connection to Existing Road

Existing Pass Well

Sta. of Existing Road

BM PTS. 17

BM El. 248.84

Temp. Grade Connection

High Water Proof

Profile Grade -0.10%

Abandoned Road

352+50 Const. Rd. Appr. Lt.
Install 24" Pipe - 21'
No Str. Ex.

353+00 Const. Rd. Appr. Rt.
Install 24" Pipe - 21'
No Str. Ex.

Channel Change

Ch. 182
Bm. 782

Bm. 1349

Bm. 5163

Bm. 5188

345

350

355

360

ORIGINAL SURVEY
SURVEYED
TRACED
AREAS
AREAS CHECKED
NOTE BOOK
NO

BEGINNING OF F.A. PROJECT
Sta. 350+00

Profile Grade

Channel Change

Channel Change

Sta 353+28.5 to 353+14.5
Remove Exist. Bridge
Const. Reinf. Conc. Bridge -187'
Str. Ex. 215 Cu.Yd.
Class "A" Conc. 200 Cu.Yds.
Min. Bar Steel 62,900 Lbs.
Furnish & Install 57½ Lin. Ft.
Std. Bridge Drgs. No. 7999, 7994, 9838 & 5-98

END OF F.A. PROJECT
Sta. 355+14.5

Const. Reinf. Conc. Pipe Culvert
Install 24"-Pipe-21'
No Str. Ex.

Const. Reinf. Conc. Pipe Culvert
Install 24"-Pipe-21'
No Str. Ex.

Const. Reinf. Conc. Pipe Culvert
Install 24"-Pipe-21'
No Str. Ex.

Channel Change

Channel Change

Profile Grade

Sta. 353+28.5 to
Remove
Const. R

354+64.43 P.S.

END O
Sta
North

LITTLE

Construct Connection to Existing Road

354+64.43 P.S.C.

B.M. El. 248.84

B.M. El. 247.17

Sta. 356+00

Const. Grade Conn. to Existing Hwy.

Const. Grade Conn. to Existing Hwy.

Mompuith Secondary Hwy.

END OF CONTRACT
Sta. 367+40

Fern

RECEIVED
NOV 14 1949
FOR FILING

November 10, 1949

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on November 7, 1949 awarded you the contract for the Little Luckiamute River Bridge Section on Kings Valley Secondary Highway in Polk County. This award was based on your low bid of $48,750 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 7, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-39(1), Little Luckimute-River Bridge Section of Kings Valley Secondary Highway, to J. C. Compton Company, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1949
FOR FILING

S-39(1)
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 24, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-39(1), Little Luckiamute River Bridge Section of the Kings Valley Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 26 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 15 1949
FOR FILING

FORM E-30 15M 12-46 27999

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1949

SUBJECT: Burns Corner-Fern Corner Sec.
Dallas-Kings Valley Sec. Hwy.
Polk County
(Little Luckiamute Bridge No. 6747)

To:
Mr. F. D. Eason
Division Engineer
Laboratory

W. C. WILLIAMS

Dear Sir:

The Federal Aid Secondary Program, which has gone to the Bureau of Public Roads, has $60,000 set up for this project. The entire project shown on your maps and profile will cost in the neighborhood of $80,000, being made up of:

Little Luckiamute River Bridge	$45,000
Fern Creek Bridge	$15,000
Grading and Surfacing	$20,000

I talked this over with Mr. Williams and he is unwilling to extend the project above the $60,000 set up. It seems to me that our best procedure would be to stake the project from Station 345 to a point just north of the bridge and make a temporary connection to the present road at this point. This will eliminate the Fern Creek Bridge and the grading and surfacing from this connection to the north end of the proposed project at Station 370. We very probably will have to do maintenance work on the Fern Creek Bridge to keep it in service until another project can be put on.

I am returning your map and profile so that these revisions can be made. It may be that you will have another and better idea to alter the project to get within the program limits.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:bd

cc: W. C. Williams √

S-91(2) Sherars Grade-Grass Valley 1949
Sec., Sherars Br. Secon. Hwy.
#3247

files

RECEIVED
NOV 13 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 11, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1247 (VOUCHER NO.)	15 & 16 Final (WARRANT NO.)	Edwin C. Gerber (AMOUNT)	(DATE)
26238	H228207	$1,226.40	11/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Minchand
ACCOUNTING DIVISION

Specified completion date: Oct. 31, 1950

Time Extensions: June 30, 1951

Completion Date: June 30, 1951

Date Accepted: Aug. 18, 1952

Penalties: Assessment of engr.penalties from 10-31-50 to com.

Claims: $24.78 - Arrow Transportation Co.

Remarks:

Date: Nov. 14, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H. B. Glaisyer~~
~~Secretary~~

C. W. Head

C. W. Head
Assistant Secretary

Warrant Mailed:

NOV 1958

NOTED ON CARD

RECEIVED
AUG 22 1955
FOR FILING

S-91(2)
3247

REFERRED
BY SECRETARY

file E

NOTED
FLOYD QUERY

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. H. SEFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 17, 1955

IN REPLY PLEASE REFER TO

Mr. Edwin C. Gerber, Contractor
Route 5, Box 505
Oregon City, Oregon

Dear Mr. Gerber:

The State Highway Commission on November 7, 1949, awarded you a contract for surfacing and rock production on the Sherar's Grade-Grass Valley Section of the Sherar's Bridge State Secondary Highway in Sherman County. The contract was designated as State Highway Contract No. 3247. The date specified in the contract for completion of the project was October 31, 1950. This time limit was later extended to June 30, 1951, the actual day on which the job was completed, subject to the condition that you would be charged as a penalty for over-running the specified time limit the engineering expense that was incurred by the State in connection with the job subsequent to the specified completion date. This amounted to $25 per day for 180 days or a total of $4,500. As stated, you completed the project on June 30, 1951, except for removal of equipment and clean up of the site which was not finished until July 16, 1952, following which, on August 18, 1954, the Highway Commission formally accepted the project.

A voucher covering final payment for the work performed was mailed to you for acceptance on January 25, 1952. The amount of this voucher was $1,226.40, after deducting the amount of the engineering penalty of $4,500. You refused to accept the voucher as prepared, so the Commission has been unable to close its books with respect to this job account.

The members of the Highway Commission at a meeting held on July 13, 1955, discussed the question what action to take against a contractor who refuses to accept the final amount tendered him by the State Highway Department within a period of one year following completion of the job and acceptance of the same by the Commission, or who has not instituted proceedings in the courts in case he is dissatisfied with the amount tendered him by the State. It was the expressed feeling of the Commission that contractors in this category should be disqualified from bidding on state highway work, and it was so ordered.

The action taken by the Commission at that time was confirmed at a regular meeting held on August 11, 1955, when I was instructed to write you to the effect that because you have not accepted the final amount offered you in connection with the above-mentioned Contract No. 3247, you hereafter will not be allowed to bid on state highway contracts, and that if you object to the Commission's action, it is your prerogative to pursue the matter in conformity with the procedure specified by the statutes.

The Commission regrets exceedingly that it is necessary to take this drastic action, but considers it necessary to do so in all cases where contractors refuse to accept final payment for work performed as disclosed on vouchers prepared by the Highway Department, within one year after their particular jobs are completed. This letter is directed to you in conformity with the Commission's instructions.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

COPY

RECEIVED
DEC 17 1952
FOR FILING

S-91(2)
3247

December 17, 1952

Mike DeCicco and Son
2920-2940 S. W. Corbett
Portland 1, Oregon

Attention: Mr. Harold DeCicco

Gentlemen:

This is in reply to your letter of December 15 concerning the surety on the contract awarded to Mr. E. C. Gerber in the Grass Valley area.

Mr. Gerber was awarded State Highway Contract No. 3247 for work on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County. This contract was completed June 30, 1951, and accepted by the Highway Commission on August 18, 1952. The United Pacific Insurance Company through Durham and Bates, 901 S. W. Washington, Portland 5, provided the performance bond on this contract.

Mr. Gerber also holds State Highway Contract No. 3725 for grading and surfacing on the Bakeoven Grade Section of the Shaniko Road in Wasco County. The Massachusetts Bonding and Insurance Company through C. M. Pratt, Lumbermens Building, Portland 4, furnished the performance bond for this contract which to date has not been completed.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
SEP 23 1952
FOR FILING

591 (2)
3247

September 18, 1952

Mr. Wm. P. Ellis
c/o Ellis & Ellis
Attorneys at Law
1102 Equitable Building
Portland 4, Oregon

Dear Bill:

I have just received your letter of September 17, 1952 advising of the claim of the Arrow Transportation Company against E. C. Gerber, being a full tariff charge for excess unloading time in connection with the delivery of four loads of asphalt from Willbridge to a highway job fifteen miles beyond Grass Valley.

From the description given in your letter, I believe that the work to which you refer is a contract awarded by the State Highway Commission for surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County, State Highway Contract No. 3247. It is my thought that the company's claim is properly against the bond furnished by Mr. Gerber in connection with this work. The bond was written by the United Pacific Insurance Company for whom Durham & Bates are the local agents. Their address is 901 S. W. Washington Street, Portland 5, Oregon. In the event that Mr. Gerber refuses to pay the claim, I would suggest that you present it to the bonding company's agent. I would also suggest that you file a notice of claim with the Secretary of State in conformity with the provisions of the statute covering such matters. You are familiar, no doubt, with the law on that subject, but I enclose a mimeographed copy of it for your ready reference.

This job was completed by Mr. Gerber on June 30, 1951 and was formally accepted by the State Highway Commission on August 18, 1952, so you still have plenty of time to file a claim with the Secretary of State, if necessary.

Mr. Wm. P. Ellis September 18, 1952

Pursuant to our usual practice, I am bringing the claim to the attention of the bonding company so they will have some knowledge of it prior to your filing a notice with the company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc

Encl.

cc: F. Query

NOTED ON CARD

9-18-52 C

WM P ELLIS
DEAN ELLIS

ELLIS & ELLIS
ATTORNEYS AT LAW
1102 EQUITABLE BUILDING
PORTLAND 4, OREGON

CAPITOL 3773

September 17, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

In June of 1951 our client, Arrow Transportation Company, transported four loads of asphalt from Willbridge to a highway job 15 miles beyond Grass Valley, consigned to E. C. Gerber for Oregon State Highway Commission. The regular freight charges on these shipments were paid August 20 of that year, but for some unexplained reason charges for extra unloading time, after the 2 hours free time, were deducted from the statements and these charges have never been paid nor has our client been able to obtain any comment or explanation from Mr. Gerber for failure to pay the full tariff charge for this excess unloading time. In one instance he held our equipment, sorely needed for other uses, as long as 6 hours, or 4 hours more than the tariff allows without charge.

Since our billing indicates this service was for your account, we are taking the liberty of sending you copies of the several bills, together with a copy of the letter of Arrow Transportation Company dated August 22, 1951, explaining the charge and inviting comment. We know that if this is for the account of the Highway Commission you will want to see that the lawful tariff is complied with. If it is not, we would like to have the name of the bonding company responsible for this particular job in order that we may present the facts to it for attention before incurring the expense of filing legal action. As you know, common carriers are compelled to collect or reduce claims such as this to judgment; otherwise we would not bother your office concerning a claim so trivial in amount.

ANSWERED
H. B. GLAISYER

Very truly yours,

ELLIS & ELLIS

By- Wm. P. Ellis

Wm. P. Ellis

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

WPE-s

cc-Mr.E.C.Gerber
Rt.5, Box 505
Oregon City, Oregon

LETTER ON FILE

9-17-52, jc

Portland, Oregon
August 22, 1951

Mr. E. C. Gerber
Rt. 5, Box 505
Oregon City, Oregon

Dear Mr. Berber:

We note you have recently deducted from four freight bills, all over time unloading delay charges and we are interested in your reason for taking this action.

Under tariff regulations, two hours free time is allowed for the unloading of truck and trailer equipment. For the next 30 minutes the charge is $1.68, for the first hour $3.30, for the 1 1/2 hour delay time $4.98, for a total of two hours delay in excess of the two hours free time or four hours on the job, your assessment is $6.60. This is covered by Pacific Inland Tariff Bureau, Tariff #13-A, Item 45 under which Oregon Intra-state operators handle billings.

Unit #534 handling RC-3 Cutback Asphalt arrived at destination 11:30 AM and unloading was accomplished at 2:00 PM. Notation on delay slip states "Waiting for distributor to spread oil." Thus charge against you for this 1/2 hr. delay was $1.68.

Unit #536-510A carrying 150-200 Paving Asphalt which arrived in Grass Valley June 25th at 5:30 A.M. and finally accomplished full delivery of the oil at 11:15 A.M. or a total elapsed time of six hours or fraction thereof. Notation of explanation states the load had to be pumped off, re heated and then spread on the road. Thus four hours excess unloading time was assessed you at $3.30 an hour for a total of $13.20.

Unit #552-506A handled 150-200 Paving Grade Asphalt to Grass Valle on June 25th, arrived at 11:00 A.M., departed at 2:00 P.M., thus accumulat ing one hour excess unloading charge at $3.30. Explanation is given as "I enough storage on hand."

Unit #536-510A delivered 150-200 Paving Grade Asphalt to Grass Valley on June 24th, arrived at 4:30 A.M., departed at 8:15 A.M. thus accumulating two hours excess unloading time or a charge of $6.60. Explanation for this delay was "Pump off load, reheat and spread on road."

Unless there is some extenuating circumstances at destination of w we are not aware and unless we have been given a true picture of the circu stances by our driver regarding these deliveries, we are unable to determi why these overtime unloading charges have been deducted from our statement prior to payment. May we have your comments.

Very truly yours,

ARROW TRANSPORTATION COMPANY
W. A. Scott, Traffic Mngr.

WAS/g

FREIGHT BILL

ARROW TRANSPORTATION CO.

3125 N. W. 35th AVENUE — PORTLAND 10, OREGON

No. A 1260 COPY

SHIPPER'S No. 47553 | Our B/L No. 66664 | DATE 6-23-51

FROM
CONSIGNOR-SHIPPER: STANCAL A & B CO.
ADDRESS:
POINT OF ORIGIN: WILLBRIDGE, ORE.

TO
CONSIGNEE: B. C. GERBER FOR OSMC
ADDRESS: RT. 5 BOX 505 OREGON CITY, ORE.
DESTINATION: GRASS VALLEY, ORE + 12 MI.

DESCRIPTION	GALLONS	WEIGHT	RATE	FREIGHT CHARGES	TAX	TOTAL CHARGES
RC-3 ASPHALT	5818	44,450 SCALE	.31	137.80	Paid 8-20	
				1.68	Paid	
				139.48		139.48

SPECIAL SERVICES OR ADDITIONAL CHARGES

INSULATED EQUIP. PER TARIFF REG.
½ HR. EXCESS UNLDG. TIME @3.30

RS-10773

Trk. No. 534-508A

In accordance with I.C.C. regulations freight charges for transporting property by motor vehicle must be paid within 7 days, excluding Sundays and Holidays, following date freight bill is presented, otherwise both consignee and trucking company are subject to prosecution.

FORM NO. 83.1

AMOUNT DUE

FREIGHT BILL

ARROW TRANSPORTATION CO.

3125 N. W. 25th AVENUE — PORTLAND 10, OREGON

No. A 1336

COPY

SHIPPER'S No. 47572

Our B/L No. 66964 DATE 6-25-51

FROM
CONSIGNOR-SHIPPER: STANCAL A & B CO.
ADDRESS:

TO
CONSIGNEE: E. C. GERBER FOR OSHC
ADDRESS: RT. 5 BOX 505 OREGON CITY, ORE.

POINT OF ORIGIN: WILLBRIDGE, ORE.

DESTINATION: GRASS VALLEY, ORE + 15 MI.

DESCRIPTION	GALLONS	WEIGHT	RATE	FREIGHT CHARGES	TAX	TOTAL CHARGES
150-200 ASPHALT	5724	43,750 SCALE	.32	140.00	Paid 8-20	

FREIGHT BILL

ARROW TRANSPORTATION CO.

3125 N. W. 35th AVENUE — PORTLAND 10, OREGON

No. A COPY 1339

SHIPPER'S No. 47561 | Our B/L No. 66962 | DATE 6-24-51

FROM (CONSIGNOR-SHIPPER ADDRESS): STANCAAL A & B CO.

TO (CONSIGNEE ADDRESS): E. C. GERBER FOR OSHC
OREGON CITY, ORE.

POINT OF ORIGIN: WILLBRIDGE, ORE.

DESTINATION: GRASS VALLEY, ORE + 15 MI.

DESCRIPTION	GALLONS	WEIGHT	RATE	FREIGHT CHARGES	TAX	TOTAL CHARGES
150-200 ASPHALT	5724	43,900 SCALE	.32	140.48	Paid 8.20	
				6.60	not paid	
				147.08		147.08

RS-10773

SPECIAL SERVICES OR ADDITIONAL CHARGES

INSULATED EQUIP. PER TARIFF REG
2 HRS. EXCESS UNLDG. TIME @3.30

Trk. No. 536-510A

In accordance with I.C.C. regulations freight charges for transporting property by motor vehicle must be paid within 7 days, excluding Sundays and Holidays, following date freight bill is presented, otherwise both consignee and trucking company are subject to prosecution.

FORM NO. 83.1

AMOUNT DUE

FREIGHT BILL

ARROW TRANSPORTATION CO.

3125 N. W. 35th AVENUE — PORTLAND 10, OREGON

No. A 1338
COPY

SHIPPER'S No. 47566 | Our B/L No. 66295 | DATE 6-25-51

FROM CONSIGNOR-SHIPPER: ~~EXXON~~ STANCAL A & B CO.
ADDRESS:

TO CONSIGNEE: E. C. BERBER FOR OSCH
ADDRESS: OREGON CITY, ORE.

POINT OF ORIGIN: WILLBRIDGE, ORE.
DESTINATION: GRASS VALLEY, ORE + 15 MI.

DESCRIPTION	GALLONS	WEIGHT	RATE	FREIGHT CHARGES	TAX	TOTAL CHARGES
150-200 ASPHALT	5956	SCALE 44,850	.32	143.52	Paid 8-20	
				3.30	not paid	
				146.82		146.82

RS-10773

SPECIAL SERVICES OR ADDITIONAL CHARGES

INSULATED EQUIP. PER TARIFF REG.
1 HR. EXCESS UNLDG. TIME @3.30

Trk. No. 552-506A

In accordance with I.C.C. regulations freight charges for transporting property by motor vehicle must be paid within 7 days, excluding Sundays and Holidays, following date freight bill is presented, otherwise both consignee and trucking company are subject to prosecution.

FORM NO. 83.1

AMOUNT DUE

RECEIVED
SEP 23 1952
FOR FILING

691.0)
3247

Mrs Ferris

September 18, 1952

United Pacific Insurance Company
Durham & Bates, Agent
901 S. W. Washington
Portland 5, Oregon

Gentlemen:

The State Highway Commission is in receipt of correspondence from Ellis and Ellis, Attorneys at Law, Portland, on behalf of their client, Arrow Transportation Company, advising of the claim of the Arrow Transportation Company against Mr. E. C. Gerber representing tariff charge for excess unloading time in connection with the delivery of four loads of asphalt from Willbridge to a highway job near Grass Valley. The charges are $1.68, $13.20, $6.60, and $3.30, for a total of $24.78.

The contract concerned is State Highway Contract No. 3247 awarded to E. C. Gerber on November 7, 1949. The United Pacific Insurance Company appears as surety on the bond furnished by Mr. Gerber in connection with this job, which is the reason for bringing the claim to your attention.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms

cc: Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

F. Query

NOTED ON BARD
9-18-52

RECEIVED
APR 1 1952
FOR FILING

5-7(2)
3247

March 28, 1952

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

Thank you for your letter of March 27 to which was attached a statement of release from the Oregon-Washington Powder Company stating that they had received $8,753.96 in payment of their claim against Edwin C. Gerber on State Highway Contract 3247, your file No. 3321.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
3-28-52, JR

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 27, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Butler, Jack & Beckett, a letter advising that the Oregon-Washington Powder Co.'s claim of $8753.96 has been paid in full, State Highway Contract No. 3247, our file No. 3321.

We are enclosing a copy of the release for your information and files.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:m
Enc.

RETURNED TO
BY SECRETARY

NOTED ON LEDGER
3-28-52, JC

RECEIVED
APR 1 1952
FOR FILING.

L 7(2)
3247

March 28, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have today received from the Secretary of State a copy of a form of release from the Oregon-Washington Powder Company in which they state that they have received payment in full for their claim of $8,753.96, which claim was filed in this office on February 5 and your office notified. The claim and release of claim are for powder and blasting accessories on Contract No. 3247 for surfacing and rock production on the Shearers Grade-Grass Valley Section of the Shearers Bridge Secondary Highway in Sherman County.

This information is furnished as your Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Durham and Bates
901 S.W. Washington
Portland 5, Oregon

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

NOTED ON CARD
3-28-52 gc

RELEASE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned, Oregon-Washington Powder Company, for and in consideration of the sum of $8753.96 to it in hand paid by Edwin C. Gerber, does hereby release and forever discharge the said Edwin C. Gerber from all claims of every kind and nature growing out of a certain account for dynamite, blasting powder, accessories and equipment furnished by the Oregon-Washington Powder Company to the said Edwin C. Gerber between the dates of October 6, 1950, and January 31, 1952, in the total sum of $8753.96.

In paying said sum of money, the undersigned, Oregon-Washington Powder Company, acknowledges that this is a final settlement of a disputed claim, and said sum of money is accepted by the undersigned as a full, complete and final settlement and discharge of said claim.

IN WITNESS WHEREOF, The undersigned has hereunto set its hand and seal this 25th day of March, 1952.

OREGON-WASHINGTON POWDER COMPANY

BY R. C. Haberlach (SEAL)

STATE OF OREGON)
) ss.
County of Clackamas)

BE IT REMEMBERED, That on this 25th day of March, 1952, before me, the undersigned a Notary Public in and for said county and state, personally appeared the within named R. C. HABERLACH, of the Oregon-Washington Powder Company, who is known to me to be the identical indivual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

James D Goodwin
Notary Public For Oregon
My Comm. Exs 10/1/54

BUTLER, JACK, BECKETT
ATTORNEYS AT LAW
SUITE 200, BUTLER BLDG.
OREGON CITY, OREGON

RECEIVED
FEB 7 1952
FOR FILING

8 71 (2)
247

Vivis Lewis

February 6, 1952

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

This is to acknowldge your letter of February 5 to which was attached three copies of a claim filed with your office by the Oregon-Washington Powder Company against Edwin C. Gerber on State Highway Contract No. 3247.

The claim is for blasting materials in the sum of $8,753.96 and bears your file No. 3321.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Feb. 5, 1952

Mr. R. H. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed in our office this date a notice of claim by Oregon Washington Powder Co., for dynamite and blasting accessories in the sum of $8,753.96 against the bond taken from Edwin C. Gerber, Principal and the United Pacific Insurance Company, Surety, Durham and Bates, Agents for the surfacing and rock production for the Warm Springs-Grade-Creek Valley section of the Wherrets Bridge secondary highway in Sherman County, state highway contract No. 3247, our file No. 2881.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

EF:
Enc.

RECEIVED
FEB 6 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 1952
FOR FILING

8 71 (2)

3247

February 6, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Oregon-Washington Powder Company, Post Office Box 127, Clackamas, Oregon, against Edwin C. Gerber for blasting materials furnished him on State Highway Contract No. 3247 for surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County. The claim is in the amount of $8,753.96.

This information is provided as your Company appears as surety on the performance bond furnished with Contract 3247.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Mr. Edwin C. Gerber
Route 5, Box 503
Oregon City, Oregon

NOTED ON CARD

R. C. HABERLACH
CLACKAMAS, OREGON

S. W. HABERLACH
Resident Telephone Sunset 3502
3234 S. E. Crystal Springs Blvd.
Portland 2, Oregon

OREGON [illegible] POWDER CO.

DI[illegible]
Chemicals

ATLAS

Explosives

T[illegible] [illegible] 5453
P. O. [illegible] 7, Cl[illegible], Oregon

February 4, 1952

State of Oregon
Salem, Oregon
Attn: Sec. of State

Gentlemen:

Notice is hereby given that the Oregon-[illegible]ington Powder Company has a claim for [illegible] accessories in the sum of $8,753.96 against the bond taken from the United Pacific Insurance Company and furnished upon a requisition and later for Edwin C. Gruber and for Oregon to be [illegible] contract # 2247.

This was for the purchase and application for the Warms Grade-[illegible] section of the Warms Ridge secondary highway in [illegible] County.

Very [illegible]

[illegible]

[illegible]
R. C. Haberlach

[illegible]
[illegible] No. 2241
[illegible] Feb. 5, 1952
[illegible] C. [illegible], Secretary [illegible]

RECEIVED
JAN 29 1952
FOR FILING

A 91 (3)
3247

January 28, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

State highway contract No. 3247 for work performed on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County was completed by the contractor, Edwin C. Garber, on June 30, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,226.40 will be released to the contractor after acceptance by the Commission. The total contract amount is $158,472.81, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD
1-28-52 gl

S 91(2)
3247

Form B-1—634—5-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 4, 1951, 19

Section Sherar's Grade Grass Valley

Highway Sherar's Bridge Secondary

Contractor Edwin C. Gerber

Date of contract November 7, 1949

Date work started April 11, 1950

Amount of contract . . . . . $ 171,891.50

Kind of work Oil Mat. Surf. and Rock Production.

Section prefix 128-1012 S-91 (2)

Contract number 3247

Date of completion October 31, 1950

~~Revised~~ date of completion June 30, 1951

Per cent of time elapsed 176% Overrun %

Estimated cost of completed project, exclusive of engineering . . . . . $ 163,500.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 25,586.29, 14.87 %

Date project was completed June 30, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final was mailed to Bend Wednesday of this week.

Contractor is working on road for County. Do not know just when he will have equipment moved out.

FINAL REPORT

NOTED
H. W. LEBY

NOTED
B. A. MARTIN

RECEIVED
AUG 31 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed [signature] (Res. Engr.)

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		16.28		16.28	
Miles partially completed					
Miles completed		16.28		16.28	
Total estimated quantities		56,500	2000	860 Tons 7200 Lgs.	
Estimated quantities moved or placed to date		56,365	2000	809 Tons. 5450 Lgs.	
Average daily quantities					
Average daily quantities necessary to complete project on time		Complete	Complete	Complete	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm, windy		
Wednesday	Warm, windy		
Thursday	Warm, windy		
Friday	Warm, windy		
Saturday			

State Printing Dept. 38842

RECEIVED
JUL 31 1951
FOR FILING

591 (2)

3247

July 27, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

We have today received from Mr. Edwin C. Gerber a statement from the Woolsey Tire and Battery Service in the amount of $1,650.26 marked "Paid July 24, 1951" and also a statement from the Armco Drainage and Metal Products in the amount of $344.90 marked "Paid July 20, 1951". Both of these claims had been filed with this office against State Highway Contract No. 3247 awarded to Edwin C. Gerber for surfacing and rock production on the Sherars Grade Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bond furnished with the above-mentioned contract. We do not have any record of any other unpaid claims on this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon
Durham & Bates
901 S. W. Washington
Portland 5, Oregon
Woolsey Tire & Battery Service
601 East Second Street
The Dalles, Oregon
Armco Drainage & Metal Products, Inc.
2321 S. E. Clinton
Portland, Oregon

NOTED ON CARD
7-27-51

RECEIVED
JUL 31 1951
FOR FILING

511 (2)
3247

July 27, 1951

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Subject: Claims on Contract 3247

Dear Mr. Gerber:

This is to acknowledge receipt of a statement from Woolsey Tire & Battery Service in the amount of $1,650.26 marked "Paid July 24, 1951" and a statement from the Armco Drainage and Metal Products, Inc., in the amount of $344.90 marked "Paid July 20, 1951".

We will notify the surety that these statements have been received, and we also wish to thank you for promptly advising us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
7-27-51

THE DALLES, OREGON. May 1 05

COOLSEY TIRE & BATTERY SERVICE

601 EAST SECOND STREET

Globe Grain Co

Trade Valley

Dr

Expert Recapping
and Vulcanizing
Mobilgas and Oil
Dial 3805

TERMS CASH, 30 DAYS (SERVICE CHARGE WILL BE ADDED AFTER 30 DAYS)

Tire Due Co		16502
Trade-in	Credit	5026
		1600

Paid by check
7/24/5 $16.00
Ernie

July 20 1951

Edwin C. Gerber
Rt. 5, Box 505
Oregon City, Oregon

IN ACCOUNT WITH

ARMCO DRAINAGE & METAL PRODUCTS, INC.

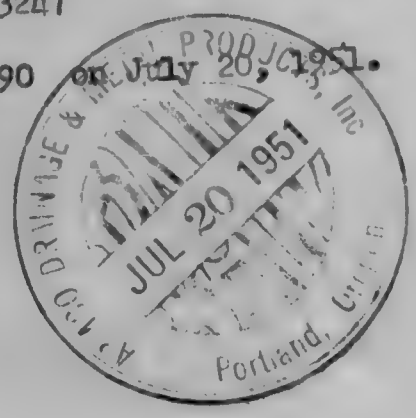
REMIT TO 2321 S.E. Gladstone, Portland, Oregon

TO EARN CASH DISCOUNT, SETTLEMENTS MUST BE MADE WITHIN PERIODS SPECIFIED ON INVOICES. INTEREST AT 6% PER ANNUM CHARGED AFTER MATURITY.

12-29-50	Invoice 4427	244.94
12-29-50	4428	94.74
1-16-51	25	5.22
	Total:	344.90

Above Material:
The Grass Valley-Sherars Grade State Highway Project
Contract #3247

Paid $344.90 on July 20, 1951. Thank You.



THE FIRST OF EACH MONTH WE SEND A STATEMENT OF OPEN ACCOUNTS AS THEY APPEAR ON OUR LEDGER AS OF THE LAST DAY OF THE PRECEEDING MONTH. THIS AFFORDS OPPORTUNITY FOR CORRECTION OF ERRORS, IF ANY, AND IS NOT A DEMAND FOR SETTLEMENT FOR PURCHASES NOT DUE. PLEASE COMPARE STATEMENT WITH YOUR ACCOUNT AND NOTIFY US PROMPTLY IF THEY DO NOT CORRESPOND.

FORM G-5200

EDWIN C. GERBER

GENERAL CONTRACTOR
Route 5
OREGON CITY, OREGON
Phone Redland 164

Field Office

July 25, 1951

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I am enclosing receipted statements from the Woolsey Tire and Battery Service of The Dalles, Oregon and Armco Drainage and Metal Products, Inc. of Portland, Oregon, showing that I have paid these accounts in full. These firms have filed claims on my bond for the Sherars Grade-Grass Valley State Highway Contract No. 3247.

I can send you a copy of the cancelled checks if necessary.

Very truly yours,

Edwin C. Gerber
by E. D. L.

Edwin C. Gerber

ECG/egl

NOTED ON LAM
7-27-51 JL

Glaisyer
BY SECRETARY
Please send [illegible] letter.
Are there additional claims?
HHL

FILED
JUL 27 1951

RECEIVED
JUL 20 1951
FOR FILING

891 (2)

3247

July 19, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Edwin C. Gerber a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3247, for surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County. This payment, which is in the amount of $30,650.53, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,863.29. The present payment will be released on or after July 30, 1951.

There are two claims filed against this project, of which you have been previously notified, aggregating approximately $1,995.16

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: Durham & Bates,
901 S. W. Washington
Portland 5, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
JUL 10 1951
FOR FILING
S 91 (2)
3247

July 5, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 30, 1951 on Contract No. 3247, Sherar's Grade-Grass Valley Section, in connection with Federal Aid Project No. S-91 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

EBFrpls

cc: John Cattrall

RECEIVED
JUL 11 1951
FOR FILING

891(2)

3247

MEMO

COPY

3247

6-29-51

Mr. Smith and Mrs. Larson came in. Smith had in his possession a court release on Jarl's garnishment against Gerber. Mrs. Larson had an order (attached) from Gerber to pick up the checks.

We all went to Enfield's office--he looked the release over and Gerber's order; OK'd them and we then went to Maison's office and got the warrants.

/s/ Floyd Q.

COPY

NOTED ON CMD
6-29-51

3247

EDWIN C. GERBER
GENERAL CONTRACTOR
Route 5
OREGON CITY, OREGON

Field Office

June 27, 1951

COPY

Oregon State Highway Commission
Salem, Oregon

I, Edwin C. Gerber, hereby authorize my daughter, Mrs. Erna Gerber Larson, to act on my behalf in receiving warrants due from the following:

Tillamook-Pleasant Valley, Contract #3104
Sherars Grade-Grass Valley, Contract #3247
Biggs Junction Slide Job.

/s/ Edwin C. Gerber

Sworn to before me this 27th day of June 1951

NOTARY PUBLIC FOR OREGON
My Commission expires Dec. 9, 1951

(Seal)

COPY

3247

M E M O

COPY

6-27-51

Francis Smith, Jarl attorney, phoned re release of garnishment against Gerber. He says he has court release and wants to pick up check for final payment on contract 3104 (Mrs. Larson Gerber's daughter & bkkr could accompany him)

Called him back and advised final not in warrant stage & also we have to have consent of surety.

Called Durham & Bates — talked to Vic Hisley— he said Home office not consent to assignment as in your letter of 5-29-51, but surety had no objection to releasing final pay't when garnishment cleared up. Also all payments on 3247 except final (Woolsey claim)

Talked to Enfield twice—he says he can see no reason for not releasing final pay't when garnishment is cleared.

Called F. Smith--he will send copy of release in mail & bring original when check is ready.

/s/ Floyd Query

COPY

NOTED ON CARD

6-27-51

June 28, 1951

COPY

Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Attention: Mr. Victor Risley

Gentlemen:

This is to confirm our telephone conversation of yesterday afternoon concerning release of payments to Mr. Edwin C. Gerber which have been held up due to a garnishment filed by Mr. Vernie Jarl who acted as a sub-contractor on State Highway Contract 3104.

Mr. Francis I. Smith, attorney for Mr. Jarl, has obtained County Clerk's Release of Garnishment and will come to this office in company with Mrs. Larson, daughter of Edwin C. Gerber, on June 29 to pick up released warrants.

In our telephone conversation you explained that the home office of the surety could not grant an assignment due to it being necessary to secure approval of co-insurers, but they had stated there was no objection to releasing the final payment as outlined.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By_____
Acting Secretary

FAQ:md

June 28, 1951

COPY

Mr. Francis I. Smith
Attorney at Law
Equitable Building
Portland 4, Oregon

Dear Mr. Smith:

We have your letter of June 27 enclosing a copy of the County Clerk's Release of Garnishment filed against Edwin C. Gerber.

Concerning availability of the final payment warrant on Contract 3104, I have been advised by the Accounting Division the warrant will be available about noon, Friday, June 29; so that if you and Mrs. Larson, as a representative of Mr. Gerber, can be here at that time the check could then be secured. Mrs. Larson should have in her possession an authorization from Mr. Gerber to secure the check, as when you present the original release of garnishment the check then is payable to Mr. Gerber.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By _____
Acting Secretary

FAQ:md

F R A N C I S I. S M I T H
Attorney at Law
Portland 4, Oregon

June 27, 1951

COPY

Mr. Floyd Query
132 State Highway Building
Salem, Oregon

Re: Jarl vs Gerber

Dear Mr Query:

In conformity with our telephone conversation of this afternoon, I am herewith enclosing a copy of the County Clerk's release of garnishment in the above noted matter which is #199473, in the Circuit Court of the State of Oregon, for Multnomah County. I have retained in my file the original release which bears the seal of the County Clerk's office.

Your efforts in getting this matter straightened out are sincerely appreciated by both Mr Jarl, my client, and myself. Mrs Larson, the daughter of Edwin C Gerber, is telephoning her father this evening to get from him the express authorization to pick up the warrants as quickly as they are made out and available. At that time we will both come to Salem and she will deliver the authorization and I will deliver the original release. If there is any way at all that you can expedite the warrants through the Secretary of State's office, you will be helping both Mr Jarl and Mr Gerber a great deal. Were it not for my having to attend summer camp with the Reserve Corps, there would be no particular rush upon my part.

Yours respectfully,

/s/ Francis I. Smith

Francis I. Smith

fis-w
enc

COPY

IN THE CIRCUIT OF THE STATE OF OREGON
FOR MULTNOMAH COUNTY

VERNIE JARL,
Plaintiff
vs
EDWIN C GERBER AND UNITED PACIFIC INSURANCE COMPANY
Defendants

No. 199473

COUNTY CLERK'S RELEASE OF GARNISHMENT

To Sheriff of Marion County, Oregon

By order of Francis I Smith, attorney for Plaintiff you are hereby directed to release from Garnishment under Writ of Attachment in the above entitled Court and cause, and any and all debts, money, property, rights, dues, credits, etc., of every nature in your hands or under your control, and held by you under or by virtue of said Garnishment.

SI COHN, COUNTY CLERK
County Clerk of Multnomah County, Oregon

By /s/ A. T. McMurran
Deputy

Dated May 29th, '51

COPY

RECEIVED
JUL 9 1951
FOR FILING
FORM E-00 2M 5-50 40000

191 (2)

3247

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 29, 1951

SUBJECT:

File under: Gerber, Edw. C.

Date June 29 19 51

Mr. Floyd Query

Please acknowledge receipt of the following warrants on line provided for your signature below:

No.	Name	Amount
R-18521 Vou. # 10140	Edw. C. Gerber Est. No. 13 - Cont. 3247	19,092.01
R- 9201	Edw. C. Gerber Voucher 9201 -(Equip. rental)	1,642.33

Accounting Division
State Highway Commission

w/encl

Received JUN 29 1951 19__

Mr. Query -
orig. receipt on file showing
Erma Gerber Larson's signature for
these warrants which were delivered
by you -
aam

RECEIVED
JUL 6 1951
FOR FILING

891 (2)
3247

June 27, 1951

Armco Drainage & Metal Products, Inc.
North Pacific Division
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Mr. Duran B. Souls, Credit Manager

Gentlemen:

The Squally Hook-Quinton Section of the Columbia River Highway awarded to A. H. Saxton & Sons, State Highway Contract No. 3251, is expected to be completed about July 10, 1951.

The Sherars Grade-Grass Valley Contract No. 3247, awarded to Edwin C. Gerber, is expected to be completed by June 30, 1951, which is the date of the time extension granted.

This information is in reply to your letter of June 26, 1951.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By _____
Assistant Secretary

FAQ:ls

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET PORTLAND 2, OREGON

June 26, 1951

3251
3247

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are writing to inquire concerning the completion dates of two projects for which we have furnished material and the accounts of which remain unpaid.

The Squally Hook-Quinton project (State Highway Contract No. 3251) awarded to A. H. Saxton and Sons had been granted an extension of time to June 16. Has this project been completed, and could you furnish us with the date?

Edwin C. Gerber, prime contractor on the job known as surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County, was also furnished material by this company, the invoices as yet unpaid. The time for completion of this project had been extended until June 30, and we would like to know if this date is still scheduled as the completion or what the status of this job is at the present time.

The above information will be greatly appreciated. Thank you.

Very truly yours,

APMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit Manager,
North Pacific Division

Duran B. Souls:md

RECEIVED
JUL 2 1951
FOR FILING

891 (2)

3247

June 20, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Woolsey Tire and Battery Service in the sum of $1,650.26. This claim is for tires, recapping, and repairs furnished to Mr. E. C. Gerber in connection with his operations on State Highway Contract No. 3247 for surfacing and rock protection on the Shearers Grade-Grass Valley Section of the Shearers Bridge Secondary Highway in Sherman County.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bond which was provided with the above-mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RBC:FQ:ehr

cc Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Edwin C. Gerber

NOTED ON CARD
6-28-51

The Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned Woolsey Tire and Battery Service, Harold E. Woolsey, owner, has a claim for tire recapping and tire repairing in the sum of One Thousand Six Hundred Fifty and 26/100 ($1,650.26) against the bond taken from The Oregon State Highway Commission, and The United Pacific Insurance Company, Durham and Bates, agents, 901 SW Washington Street, Portland, Oregon, E.C. Gerber, principal for the work of State Highway Contract No. 3247 for surfacing and rock production on the Sherars Grade-Grass Valley Section on the Sherars Bridge Secondary Highway in Sherman County.

WOOLSEY TIRE & BATTERY SERVICE

H. E. Woolsey
Harold E. Woolsey, owner

601 East Second Street
The Dalles, Oregon

Endorsed:
FILE NO. 3283
FILED JUN 18 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
JUN 2 1951
FOR FILING

3247 (2)

3247

June 20, 1951

Honorable Earl T. Newbry
Secretary of State
C A P I T O L

Dear Mr. Newbry:

This is to acknowledge your letter of June 18 to which was attached three copies of a claim filed with your office by Woolsey Tire and Battery Service against E. C. Gerber on State Highway Contract No. 3247.

The claim is for $1,650.26 and bears your file No. 3283.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:FQ:ehr

NOTED ON CARD
6-28-51 m

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 18, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

We have received from Woolsey Tire and Battery Service, Harold E. Woolsey, owner, and filed as of this date, a Notice of claim for tire recapping and tire repairing in the sum of $1,650.26 against the bond taken from The Oregon State Highway Commission, and The United Pacific Insurance Company, Durham and Bates, agents, surety, E.C. Gerber, principal, for the work of State Highway Contract No. 3247 for surfacing and rock production on the Sherars Grade-Grass Valley Section on the Sherars Bridge Secondary Highway in Sherman County. Our File No. 3283.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:Fb
Enc

RECEIVED
JUN 20 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 1 1951
FOR FILING

891-(2)
3247

June 12, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Wesley Tire and Battery, 212 Jefferson, The Dalles, Oregon, stating that Edwin C. Gerber owes them $1650.26 for tires and tire repairs. This bill, they state, was incurred by Mr. Gerber on State Highway Contract No. 3247 for surfacing and rock production on the Shearers Grade-Grass Valley Section on the Shearers Bridge Secondary Highway in Sherman County. Deliveries on the claim were made from November 16, 1950 to March 28, 1951.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bond furnished with the above mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

H:G:FQ:ehr

cc Durham and Bates
908 S. W. Washington Street
Portland 5, Oregon

United Pacific Insurance Company
Portland, Oregon

Edwin C. Gerber

RECEIVED
JUN 1 1 1951
FOR FILING

891(2)

3247

Mrs Lewis

June 12, 1951

Woolsey Tire and Battery
212 Jefferson
The Dalles, Oregon

Attention Harold E. Woolsey

Gentlemen:

We have your letter and statement of bill against E. C. Gerber in the amount of $1650.26 for tires and tire repairs furnished on State Highway Contract No. 3247 for surfacing and rock production on the Sherars Grade-Grass Valley Section on the Sherars Bridge Secondary Highway in Sherman County.

This contract, to date, has not been completed although it is expected that it will be about the last of June. With each State Highway Contract the contractor is required to furnish a performance bond which assures not only satisfactory completion of the work but payment of all just bills incurred in connection with the contract. The United Pacific Insurance Company through Durham and Bates, 901 S. W. Washington, Portland 5, provided the bond on this contract.

The State does not enter into direct payment of claims or the determination of the validity of the claim. We will, however, note the claim in our records and advise the surety and the contractor that it has been received. If you wish to protect your claim for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. For your convenience in so doing, we have attached an excerpt from the Oregon laws outlining the necessary procedure.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:FQ:ehr

Enclosure

NOTED ON CARD

6-12-51 gk

WOOLSEY TIRE & BATTERY
212 Jefferson
THE DALLES, ORE.

June 11, 1951

3247

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed find itemized statement of bill against E. C. Gerber Construction Company, Grass Valley, for which we wish to file claim against Grass Valley rock job.

This is a bonafide undisputed bill for which we have tickets signed by E. C. Gerber Construction Company, and all items on this bill have been delivered as per date. As you will notice, the first item of sale was November 16, 1950. The last item was dated March 28, 1951.

We have been unsuccessful in collection of any money from Mr. Gerber. We wish you to act in our behalf and place this bill against his estimate or bond for payment.

May we assume that unless we hear from you to the contrary, we will receive settlement of this account.

Very truly yours,

Harold E. Woolsey

Harold E. Woolsey

HEW:lg

Enclosure

REFERRED TO
BY SECRETARY

DEPENDABLE FOR OVER HALF A CENTURY
KELLY Springfield TIRES

The Dalles, Oregon, June, 1951

WOOLSEY TIRE & BATTERY SERVICE

601 EAST SECOND STREET

Herber Construction Co
Lyons Valley
Dee

TERMS CASH, 30 DAYS (Service charge will be added after 30 days)

Expert Recapping and Vulcanizing
Mobilgas and Oil
Dial 3805

5890	11/16	2 750 x16 Ld cap		2536
4310	12/4/50	2 8x5/20 Ld cap	580.26 Tax 7.62	18384
3127	12/21/50	6 8x5/20 12 ply	580.26 Tax	61038
3128	12/21/50	1-8x5/20 12 ply rock	(720M HH503)	1525
		1-8x5/20 12 ply rock	(2885-3A)	1525
		1-8x5/20 Lug tread	(72950 55)	3940
		1-8x5/20 12 ply rock	(13001MAH)	1525
		1-8x5/20 12 ply rock	(5132 0AA)	1525
		2-LL22 10 ply rock	(67T7636)	3540
		1-LL22 Ld cap	(67T7636)	2195
		Less Disc		3693

The Dalles, Oregon, June, 195 1

WOOLSEY TIRE & BATTERY SERVICE

601 EAST SECOND STREET

Lesher Construction Co

Page 2

TERMS CASH, 30 DAYS (Service charge will be added after 30 days)

Expert Recapping
and Vulcanizing
Mobilgas and Oil
Dial 3805

3109	12/31	1-8 x 5/20 x 4 ply sect	(11 4 16 041)	1143
		4-760 x 15 4 ply Safety	130.94 Tax 5.48	13642
		2-760/15 tube Cap Tax 62		670
4401	12/31	1-8 25/20 4 ply cap		2066
		1-8 25/20 sect		1035
		1-4 22 10 ply 4 ply cab	(6 V 2 x 6)	1646
		1-4 22 10 ply sect	(6 Y 25 x 6)	952
4528	12/31	1-750/20 4 ply cap	(2 U 380 W 4)	1646
		1-750/20 4 ply cap	(2 6 18 2 W 4)	1646
		1-750/20 sect	(2 6 9 2 W 4)	815
		1-750/20 sect	(6 0 5 4 6 5 D)	815

The Dalles, Oregon, June, 1951

WOOLSEY TIRE & BATTERY SERVICE

601 EAST SECOND STREET

Herber Lamet Co

Page 3

TERMS CASH, 30 DAYS (Service charge will be added after 30 days)

Expert Recapping
and Vulcanizing
Mobilgas and Oil
Dial 3805

1-750/20 sect. (E08 61352)	815
1-LL22 sect 10 (44NS8976)	952
1-LL22 sect 9 (1091 2235)	952
1-825/20 LL cap 10 (7413N)	2066
1-825/20 LL cap 10 (59739LSN)	2066
1-825/20 LL cap 10 (57978LSD)	2066
1-825/20 LL cap 10 (52083LSD)	2066
1-825/20 sect 10 (52083LSD)	1035
1-825/20 LL cap 10 (32194)	2066
1-825/20 sect 10 (32194)	1035
1825/20 (No Load) (38B1767	

The Dalles, Oregon, June, 195 1

WOOLSEY TIRE & BATTERY SERVICE

601 EAST SECOND STREET

Lesher Garage Co

Paid

TERMS CASH, 30 DAYS (Service charge will be added after 30 days)

Expert Recapping
and Vulcanizing
Mobilgas and Oil
Dial 3805

3334	5/24/51	3-8x5/20 N D tubes (34½x7 10 - 650 F 7408 34 52476)	10635	
3475	9/8/51	5-8x5/20 seats (718MAA 2-388 - 69462476 - 70876AA - 15088UAA)	5715	
		1-8x5/20 plunger (38B1767)	450	
		1-8x5/20 plunger (1633MAA)	450	
		1-DD22 plunger (43N51376)	450	
		1-32x6 retainer & boot	550	
		1-DD22 cage & boot (005L2936)	2166	
3591	8/8/51	4-670x15 GR caps	3568	
1533	8/15	1-8x5/20 bar cage guide	3545	
		2-8x5/20 sections	2452	AMT. Due
2369	3/28	Repair 25/20 5.00 Repair tube & valve 3.10	810	165026

RECEIVED
MAY 31 1951
FOR FILING

891 (2)
3247

Mrs Lewis

May 23, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have today received a letter from Armco Drainage and Metal Products, 2321 S. E. Gladstone Street, Portland 2, advising that Edwin C. Gerber owes them $344.90 for material furnished him on the Sherars Creek-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County, State Highway Contract No. 3247.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bond furnished with the above contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

5-23-51 gp

RECEIVED
MAY 31 1951
FOR FILING

mashburn

291(2)

3247

May 23, 1951

Armco Drainage & Metal Products, Inc.
North Pacific Division
2321 S. E. Gladstone Street
Portland 2, Oregon

NOTED
H. B. GLAISYER

Attention: Mr. Duran B. Souls

Gentlemen:

This is to acknowledge your letter of May 22nd in which you state that E. C. Gerber owes you $344.90 for material furnished him in connection with his operations on Contract 3247.

Edwin C. Gerber is the principal contractor on this job which is known as surfacing and rock production on the Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County. United Pacific Insurance Company through Durham and Bates, 901 S. W. Washington, Portland 5, furnished the performance bond for this contract.

The job was originally scheduled for completion October 31, 1950, but an extension of time has been granted to June 30, 1951, and it is expected the job will be completed about that time. If you feel that it may be necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing, we have attached excerpts from the Oregon Law outlining the necessary procedure.

Very t ruly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD
5-23-51

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET PORTLAND 2, OREGON

May 22, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In December this company furnished material amounting to $344.90 to E. C. Gerber for use on the Sherars Grade-Grass Valley job, Prefix 128-1012, Contract 3247, which remains unpaid.

We would greatly appreciate any information you can give us concerning the progress of this job, the approximate or actual completion date, and the name of the bonding company which provided the bond for the job. Could you tell us if Mr. Gerber is a prime or sub-contractor?

For your convenience, we are enclosing a stamped addressed envelope, and you may note your reply at the bottom of this letter. Thanking you for this information,

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit Manager,
North Pacific Division

Duran B. Souls:md

RECEIVED
MAY 2[illegible] 1951

5-23-51 28 C

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MAY 31 1951
FOR FILING

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191(2)
3247

Salem, Oregon
May 23, 1951

Mr. J. M. Devers
Chief Counsel
D e p a r t m e n t

Dear Mr. Devers:

Attached hereto is a Writ of Attachment, No. 199473, and a Notice of Garnishment by Vernie Jarl against Edwin C. Gerber in the sum of $24,485.71 plus $2,500 attorney's fees.

These papers were served in the office of the Secretary at 1:25 p.m., May 23, 1951.

Very truly yours

Secretary

FAQ:md
Attach.

cc - Mr. M. H. Hawke

Please withhold all warrants to Mr. Gerber until further advised.

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Δ 91 (2)
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January 2, 1951

Mr. Edwin C. Gerber
Rte. 5, Box 505
Oregon City, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 19, 1950, had under discussion your request for an extension of time of 242 days, from October 31, 1950 to June 30, 1951, within which to complete your contract No. 3247 for surfacing and rock production on the Shrears Grade-Grass Valley Section on the Shrears Bridge Secondary Highway, Sherman County.

The Highway Commission granted your request but assessed the cost of engineering from October 31, 1950 to the completion date of the contract as penalty. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the job within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. F. Chandler,
Division Engineer

W. M. Stump,
Resident Engineer

H. G. Smith

NOTED ON CARD

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FOR FILING

891 (2)

3247

December 15, 1950

Request for Extension of Time
No. 11
December 19-20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Edwin C. Cather for an extension of time on Contract No. 3247, Sherman Bridge-Simms Valley Section of the Sherman Bridge Secondary Highway, from October 31, 1950 to June 30, 1951.

The contractor attempted to work on this project and also the Tillamook-Nestucca Valley Section at the same time and was unable to properly supervise either project. I know of no reason why he should not have completed this project within the time limit, and I would, therefore, recommend that the extension be granted with the assessment of the engineering permissible from October 31, 1950 to the date of completion. Mr. T. M. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me:ko
cc: W. C. Williams
H. G. Smith

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DEC 15 1950
FOR FILING

91 (2)

December 12, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3247, Shoreave Bridge-Grass Valley Section of the Shoreave Bridge Secondary Highway, Ore. S-91-(2) from October 31, 1950 to June 30, 1951 to Edwin C. Gerber, Contractor.

The Contractor attempted to work on this project and also the Tillamook-Pleasant Valley Section at the same time and was unable to properly supervise either project. I can find no reason to explain any reason why he could not have completed this project within the time limit.

I would, therefore, recommend that he be penalized the engineering penalty from October 31, 1950 to the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc: H. G. Smith

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AUG 30 1950
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8 91 (2)
3247

August 29, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of August 18, relative to the Sheerars Grade-Grass Valley Section, Oregon 8-91 (2). It is true that progress on this project has been unsatisfactory by reason of the contractor's (Edwin C. Gerber) trying to personally supervise operations on this job as well as his Tillamook-Pleasant Valley Section.

Due to the Tillamook-Pleasant Valley Section's being of much more importance, we have brought all possible pressure to bear on Mr. Gerber to complete that job, and we know that if we unduly interfere with his operations there in order to expedite the Sheerars Grade-Grass Valley Section neither job will be finished this year.

As it is now, it appears that the Sheerars Grade-Grass Valley Section can be completed as far as the rock surfacing is concerned this fall, and the oiling done early next year.

It is our intent in the future to advise our Commission to be cautious in awarding more than one job to Mr. Gerber, as he apparently does not have the qualifications to run more than one job at a time.

As it is now, the best thing to do is to make certain he completes his Tillamook job, and as soon as that is out of the way bring more pressure on him to expedite the Grass Valley job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith

FORM E-20 25M 5-50 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23rd, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

W. C. WILLIAMS

Dear Sir:

In regard to T. M. Davis' letter of August 18th, complaining about the lack of progress on the Sherars Grade-Grass Valley Section, Oregon S-91(2).

This is under contract to Gerber, who also has the contract on the Tillamook-Pleasant Valley Section. Gerber is mentally incapable of running two widely separated jobs simultaneously, as he insists on personally handling all the important details and will not delegate work to a superintendent. He first crushed the rock for the Tillamook job and then moved to Grass Valley, and has crushed and stockpiled that rock. It was with great difficulty that we got him and his organization back to Tillamook, and it is of the utmost importance that this job be finished before the rainy season. Therefore, I would recommend that no action be taken which will distract his mind from the Tillamook job.

There is no desperate rush about the Sherars Grade-Grass Valley Section, as that can be surfaced this fall when he is through at Tillamook and the oiling done next year. If we start bothering him about the Sherars Grade-Grass Valley job now, it will result in neither job being finished.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT

August 21, 1950

No. 2117 2-cur
By [illegible]

Description: Letter of August 18 from T.H.Davis, Bureau/Public Roads, re slow progress of contractor on Shearers Grade-Cross Valley project (Oregon 8-91(2).

Acknowledged by _____ Referred to __H. C. SMITH_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature
_____

Assignment executed 8-24-50 Report received _____

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 18, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

An inspection on August 11th of the Sherars Grade-Grass Valley Section, Oregon S-91(2), it is noted that while some 50,000 cu. yds. of base rock has been crushed and stock-piled apparently no other work has been accomplished.

Since the date for completion of this project is October 31, 1950 some 77% of the time has elapsed and it seems doubtful that the contractor can complete this project on time unless additional equipment and working force are provided and the work expedited to the fullest extent possible.

This is called to your attention with the suggestion that the matter be brought to the contractors attention.

Very truly yours,

T. M. DAVIS
District Engineer

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FOR FILING

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3247

F11

April 14, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on April 11, 1950 on Contract No. 3247, Shaniko Grade-Crane Valley Section, in connection with Federal Aid Project No. S-91 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HSPiow

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APR 1 1950
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ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

S-91 (2)

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL HIGHWAY AGENCY~~
DIVISION EIGHT

March 14, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-91(2)
Sherars Grade-
Grass Valley

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

For

PR 2 (Revised 1946)

pr 7277

State Oregon

Federal Aid Secondary Project No. S-91(2)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 19 50,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 19 49 a program, which was approved on the 27th day of May, 19 49 for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of October, 19 49 and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ten thousand and 00/100

dollars ($ 110,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

.....

.....
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 272+81.3 in the SW 1/4, section 31, T. 3 S., R. 15 E., and survey station 1132+30 on Church Street at Fourth Street in Grass Valley, without exception,

.....

....., length 16.278 miles, in Sherman County, being Oregon Federal Aid / Secondary project No. S-91(2), consisting of 16.278 miles of roadway and no bridges each of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11870-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... one hundred ten thousand and 00/100 ..... dollars ($ 110,000.00), which does not exceed the authorized Federal pro rata share of ..... one hundred eighty-four thousand, six hundred thirty-six and 65/100 ..... dollars ($ 184,636.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer .....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

..... Chapter 529, Laws 1939. .....
funds and probable amount annually available)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Chas. H. Reynolds

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

APPROVED FOR FEDERAL AID

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-2

RECEIVED
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FOR FILING

8-91 (2)

February 10, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Sherars Grade-Grass Valley Section, Project No. S-91 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JW:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-91 (2)

SHEARS GRADE-GRASS VALLEY SECTION

OF THE SHEARS BRIDGE HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1949

Type Code 1210

Roadway (Sta. 272+81.3 to 1132+30)

100	cu. yds.	Structural Excavation, Unclassified	$2.00	$ 200.00
30	cu. yds.	Trench Excavation, Unclassified	2.00	60.00
16.28	miles	Reshaping Roadway and Ditches	400.00	6,512.00
360	lin. ft.	12" Corrugated Metal Pipe	2.50	900.00
40	lin. ft.	15" Corrugated Metal Pipe	3.25	130.00
110	lin. ft.	18" Corrugated Metal Pipe	3.75	412.50
30	lin. ft.	24" Corrugated Metal Pipe	5.00	150.00
20	lin. ft.	30" Corrugated Metal Pipe	9.00	180.00
20	lin. ft.	36" Corrugated Metal Pipe	12.00	240.00
13,500	cu. yds.	3/4" - 0" Rock in Cushion Course	1.75	23,625.00
29,000	cu. yds.	3½" - 1½" Rock in Base	1.75	50,750.00
14,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.75	24,500.00
1,286	M-gal.	Sprinkling	4.00	5,144.00
16.28	miles	Preparation of Base	100.00	1,628.00
7,200	cu. yds.	Furnishing and Placing Aggregates	3.00	21,600.00
300	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	37.00	11,100.00
560	tons	Furnishing and Placing 151-200 Asphalt	37.00	20,720.00
			Subtotal	$167,851.50
			10% Engr. & Cont.	16,785.15
			Total	$184,636.65
		Length of Roadway	16.278 miles	
		Cost per mile	$11,342.71	

Federal Secondary Funds- $110,000.00
State Funds- 74,636.65

$184,636.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 11, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Sherars Grade-Grass Valley Section, Project No. S-92 (2).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-91 (2)

SHERARS GRADE-TRASS VALLEY SECTION OF THE SHERARS BRIDGE HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 11, 1949

Type Code 3210

Roadway (Sta. 272+81.3 to 1132+30)

100	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 300.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
16.28	miles	Reshaping Roadway and Ditches	500.00	8,140.00
360	lin. ft.	12-inch Corrugated Metal Pipe	2.50	900.00
40	lin. ft.	15-inch Corrugated Metal Pipe	3.00	120.00
110	lin. ft.	18-inch Corrugated Metal Pipe	4.00	440.00
30	lin. ft.	24-inch Corrugated Metal Pipe	6.00	180.00
20	lin. ft.	30-inch Corrugated Metal Pipe	8.00	160.00
20	lin. ft.	36-inch Corrugated Metal Pipe	10.00	200.00
13,500	cu. yds.	3/4" - 0" Rock in Cushion Course	2.20	29,700.00
29,000	cu. yds.	3½" - 1½" Rock in Base	2.10	60,900.00
14,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.20	30,800.00
1,286	M-gals.	Sprinkling	2.50	3,215.00
16.28	miles	Preparation of Base	150.00	2,442.00
7,200	cu. yds.	Furnishing and Placing Aggregates	3.40	24,480.00
300	tons	Furnishing and Placing RC-3 in Binder Course	38.00	11,400.00
560	tons	Furnishing and Placing 151-200 Asphalt	36.00	20,160.00
			Subtotal	$193,427.00
			10% Engr. & Cont.	19,362.70
			Total	$212,989.70
		Length of Roadway	16.278 miles	
		Cost per mile	$13,084.51	

Federal Secondary Funds- $120,000.00
State Funds- 92,989.70

$212,989.70

SHERARS GRADE-GRASS VALLEY SECTION

PROJECT NO. 8-39 (1)

All necessary rights of way have been acquired for this project.

W. C. Williams
Assistant State Highway Engineer

By

S. H. Probert
Office Engineer

October 11, 1949

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DEC 15 1949
FOR FILING

8-91 (2)
3247

December 15, 1949

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3247 which was awarded to you on November 7, 1949 by the State Highway Commission, covering the Sherars Grade-Grass Valley Section on the Sherars Bridge Secondary Highway in Sherman County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/15, gl

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November 9, 1949

Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Dear Mr. Gerber:

The State Highway Commission on November 7 awarded you the contract for the Sherars Grade-Grass Valley Section Project on the Sherars Bridge Secondary Highway in Sherman County. This award was based on your low bid of $171,291.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

2s

cc - S. H. Probert

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

November 7, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. S-91(2), Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway, to Edwin C. Gerber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
NOV - 4 1949
FOR FILING

S-9(2)

File

November 2, 1949

Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

Under authority of Order No. 7053, issued by the Public Utilities Commissioner of the State of Oregon on December 27, 1939, we propose to install reflectorized crossbuck signs at the grade crossing of your tracks with our Sherars Bridge Highway in the City of Grass Valley. The installation to be made some time during the summer of 1950.

May we have your consent to our making this installation with the understanding that maintenance of the signs after installation will be a responsibility of your company as provided in the P.U.C. order mentioned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CH:md

RECEIVED
NOV - 4 1949
FOR FILING

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Salem, Oregon
November 2, 1949

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration it will be necessary to install reflectorized crossbuck signs and reflectorized advance warning signs at the grade crossing on the Sherars Bridge Highway in the City of Grass Valley.

This installation should be timed for completion about the same time as the Sherars Grade-Grass Valley Project, which is scheduled for letting in the immediate future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

WCmd

RECEIVED
NOV - 4 1949
FOR FILING

File

November 2, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In conformance with Federal-aid requirements, it is hereby agreed that the State will install reflectorized advance warning signs and reflectorized crossbuck signs at the grade crossing at Station 1129+61.1 on the Sherars Grade-Green Valley Section (Project S-91 (2)) of the Sherars Bridge Highway.

This installation will be made prior to completion of Project S-91 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Filed

DEPARTMENT OF COM. BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

October 21, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-91(2), Sherars Grade-Grass Valley Section of Sherars Bridge Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authorization to advertise is subject to the condition that the Railroad crossing at Station 1129+61.1 will be protected with reflectorized advance warning signs and cross-bucks prior to completion of the project. Please advise us of your acceptance of this condition.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 2[illegible] 1949
STATE [illegible]

Turned over to Hunter for investigation.

1949
Coos River
3248 Maint. - Ferries - Enegren

17-8301 Murphy-Cave Camp Road Rock 1949
Prod. Proj., Williams Secon. Hwy.
#3249

RECEIVED
JUL 17 1950
FOR FILING

19-8301

3249

OREGON STATE HIGHWAY COMMISSION

June 29, 1950
(Date)

3249 (Contract No.) | 5-final (Est. No.) | N. C. Lininger & Sons (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
9846	377318	890.61	6/28/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUL 14 1950

7-14-50 jc

OREGON STATE HIGHWAY COMMISSION

June 29, 1950
(Date)

3249	5-final	M. C. Lininger & Sons
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
9846	377318	890.61	6/28/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion: May 31, 1950

Completed: May 22, 1950

ACCOUNTING DIVISION

Contract Accepted: July 11, 1950

Time Extensions: None needed

Penalties: None of Record

Claims: None of Record

Remarks:

Date: July 13, 1950

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JUL 13 1950
FOR FILING
17-8301

R H Baldock

June 30th, 1950

FINAL COST ANALYSIS
Murphy-Cave Camp Road
Rock Production

Contract #3249
Prefix 17-8301

Contractor - M. C. Lininger & Sons
Resident Engineer - Glenn Roberts

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1¼"-3/4" Cr. Gravel in Stockpile	1,004.28	Cu. Yd.	$2.00	$1.82	$1,829.20	$2,008.56
3/4"-½" Cr. Gravel in Stockpile	4,780.85	" "	2.00	1.82	8,711.62	9,561.70
½"-¼" Cr. Gravel in Stockpile	3,418.83	" "	2.00	1.82	6,229.40	6,837.66
¼"-0" Cr. Gravel in Stockpile	920.40	" "	2.00	1.82	1,677.34	1,840.80
Hauling Cr. Gravel, Pile Measure	28,064.5	Yd. Mi.	0.12	0.11	3,087.55	3,367.74
SP Screen Rejects	1,919.1	Cu. Yd.	0.25	0.25	479.78	479.78
SP Hauling Rejects	795.1	Yd. Mi.	0.12	0.12	95.41	95.41
					$22,110.30	$24,191.65

Gross Revenue	$24,191.65
Total Cost	22,110.30
Net Profit	$ 2,081.35

Net Profit Equals 8.6% of Gross Revenue

Murphy-Cave Camp Road
Contract #3249

Detail of Cost

Labor:		
Supervision	$1,100.00	
Labor	7,084.06	
Labor Insurance	613.80	
		$8,797.86
Equipment Rentals & Misc. Supplies:		
Equipment Rentals, Owned	$7,448.00	
" " , Hired	282.78	
Gas, Oil & Grease	3,459.41	
Bond	188.31	
Misc. Supplies & Repairs	442.90	
Home Office Overhead	725.75	
P.L. & P.D. Insurance	241.91	
Move In, Freight & Cartage	423.38	
		13,312.44
Total Cost		$22,110.30

Murphy-Cave Camp Road
Contract #3249

Breakdown on Crushing

	Quantity	Unit	Total Cost	Cost per Cu. Yd.
Stripping Pit	10,124.36	Cu. Yd.	$1,066.59	$0.105
Move In & Set Up	"	" "	3,587.55	0.354
Load in Pit	"	" "	2,595.41	0.256
Haul to Crusher	"	" "	2,271.39	0.224
Crushing	"	" "	7,860.03	0.776
Stockpiling	"	" "	1,066.59	0.105
	10,124.36	Cu. Yd.	$18,447.56	$1.82

Murphy-Cave Camp Road
Contract #3249

Remarks:

This was a "State Project" for crushing and stockpiling 10,124.36 cu. yd. of gravel for maintenance. The contract was bid and awarded November 8th, 1949, work started November 15th, 1949, and completed February 18th, 1950.

The contractor started moving his crushing equipment to the state-owned gravel deposit which was located on the southerly side of and adjacent to the Williams Secondary Highway at M.P. 17.97 on November 15th, 1949.

The erection of the crushing plant started on November 17th, 1949, using a crew of 5 men, and the crushing started December 8th, 1949, and was completed February 17th, 1950. A total of 10,124.36 cu. yd. was crushed in 326 hours for an average of 31 cu. yd. per hour, which was good production considering the cold weather and high water.

Equipment used consisted of one semi-portable crushing plant, one 3/4 cu. yd. Northwest shovel, two pit trucks, five 5 cu. yd. trucks used for hauling the rock to the stockpiles, one D-7 cat and dozer and one welding machine.

The contractor had good bid prices, supervision and equipment, and realized a fair profit.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
JUN 12 1950
FOR FILING

17-8301
3249

June 9, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3249, for rock production on the Murphy-Caves Camp Road section of the Williams Secondary Highway in Josephine County, has been completed by the contractor, H. C. Lindinger & Sons, and that final payment in the amount of $890.61 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,191.65, and that no force account work was performed on the project. This contract was completed on May 22, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CARD
6-9-50 gl

RECEIVED
JUN 6 1950
FOR FILING

17-X8301
3249

June 6, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to H. C. Lininger & Sons, on contract No. 3249, for rock production on the Murphy-Caves Camp Road Section of the Williams Secondary Highway in Josephine County. This payment, in the amount of $1,938.64, will be made on or after June 16, 1950. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: E. A. Wride, Manager

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
6-6-50 gl

Form E-1—SM—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 18th., 1950, 19

Section Murphy - Caves Camp Road

Highway Williams Secondary

Contractor M. C. Lininger and Sons

Date of contract November 8th., 1949, 19

Date work started November 15th., 1949, 19

Amount of contract . . . . . $ 23,690.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,374.40

Per cent of contract completed, based on total contract price 29%

Engineering cost to date $ 1,380.00, 5.44%

Kind of work Rock Production

Section prefix 17 - 8301

Contract number 5249

Date of completion May 31st., 1950, 19

Estimated date of completion February 28th., 1950

Per cent of time elapsed 50.0%

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping stockpiles and moved some of the lighter equipment from the job. Some work to do on bar as yet.

NOTED
E. M. BOOTH

Signed H. E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			———		
Miles partially completed			———		
Miles completed			———		
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities Past Week			None		
Average daily quantities necessary to complete project on time			None		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 1, Sheep-foot rollers ....., Trucks 2, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair		
Saturday			

RECEIVED
FEB 20 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 33871

RECEIVED
DEC 15 1949
FOR FILING

Files

17-8301

3249

December 15, 1949

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3249 which was awarded to you on November 8, 1949 by the State Highway Commission, for rock production on the Murphy-Caves Camp Road Section of the Williams Secondary Highway in Josephine County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/15 gl

RECEIVED
NOV 10 1949
FOR FILING

November 9, 1949

M. G. Lizninger & Sons,
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on November 8, 1949, awarded you the contract for the Murphy-Cave Camp Road Rock Production Project on the Williams Secondary Highway in Josephine County. This award was based on your low bid of $23,960.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

24-3451 State Highway Office Building 1951

#3250 Folder #4

RECEIVED
DEC 28 1954
FOR FILING

44-2451
3250

REFERRED TO
BY SECRETARY
note on card

December 23, 1954

Bert Merrill, Attorney
The Aetna Casualty & Surety Company
308 Yeon Building
Portland 4, Oregon

Attention: Mr. O. D. Shead
Assistant Superintendent

Gentlemen:

Reference is made to your letter of December 17, 1954 regarding payment to Sound Construction & Engineering Company of all retained percentage held by the Oregon State Highway Commission in connection with State Highway Contract 3250 for construction of the State Highway Building in Salem.

I note that the claim of General Electric Distributing Corporation has been satisfied. This has been confirmed by Mr. C. W. Enfield, the Highway Commission's Chief Counsel. In view thereof our Chief Auditor is being authorized today to immediately release the final warrant in connection with this job. This warrant is in the amount of $10,000, and pursuant to instructions in the second paragraph of your letter, it is being mailed today direct to the Sound Construction & Engineering Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COM.

HBG:jme

cc: Sound Construction & Engineering Co.
C. H. Maison (2)
Floyd Query
C. W. Enfield

NOTED ON CARD

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
300 YEON BUILDING
CAPITOL 9111

PORTLAND 4, ORE.
December 17, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

RE: Contract Number 3250 State Highway Bld.
State of Oregon, ex rel,
General Electric Distributing Corporation
plaintiffs vs Sound Construction and
Engineering Company, a corporation and
The Ætna Casualty and Surety Company,
a corporation

Dear Mr. Glaisyer:

As you probably know the above action brought in the Circuit Court of Marian County has recently been dismissed, following an agreed settlement with the plaintiffs on behalf of the defendants. A release has been executed by the General Electric Distributing Corporation in full satisfaction of their claim.

The Ætna Casualty and Surety Company as surety for the Sound Construction and Engineering Company consent to payment of all retained percentage held in connection with this contract by the State of Oregon direct to Sound Construction Company.

Very truly yours,

BERT MERRILL, ATTORNEY

By: O. D. Shead, Asst. Superintendent

ODS/bb

cc:James Arthur Powers, Attorney
cc:Sound Construction & Engineering Co.

RECEIVED
1954

ANSWERED
H. B. GLAISYER

Files

24-3451

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 10, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
XXXX 3250	21-final	Sound Construction & Engineering Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4030	R-61879	$ 10,000.00	3/9/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Feb. 8, 1951

Time Extensions: to June 18, 1951 - See Remarks

Completion Date: Feb. 2, 1953

Date Accepted: Feb. 17, 1953

Penalties: None outstanding as of this date

Claims: None outstanding as of this date

Remarks:
A further extension of time arranged for in C. & A. No. 1314

Date: 12-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 22 1954
Ruth Rawlings

NOTED ON CARD
FK

RECEIVED
STATE HIGHWAY
RALPH E. MOODY
WALTER S. LAMKIN
DOUGLAS L. HAY
HOWARD KAFFUN

24-3451

3250

Moody & Lamkin
ATTORNEYS AT LAW
SUITE 211 OREGON BUILDING
SALEM, OREGON

February 28, 1953

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

REFERRED TO
Mrs Lewis

Dear Mr. Glaisyer:

Receipt of your letter of February 26th is hereby acknowledged, in which you inquire as to the status of the claim filed by this office on behalf of the General Electric Supply Corporation against the Sound Construction & Engineering Company.

This claim has not, to date, been satisfied and an action was filed on the bond of Sound Construction on the 9th day of October, 1952 in the Circuit Court of the State of Oregon for Marion County and this action is still pending.

We advise also that the claims filed by this office on behalf of the General Electric Supply Corporation against City Electric, Inc. and the Phoenix Indemnity Company for materials furnished for the construction of the City of Salem traffic signals and against the City Electric, Inc. and Hartford Accident and Indemnity Company for materials furnished for the construction of the City of Corvallis traffic signals are unsatisfied, and actions have been filed on each of these claims and are presently pending in the Circuit Court of Marion County.

Very truly yours,

MOODY & LAMKIN

By *Douglas L. Hay*

DLH:wl

RECEIVED
FEB 3 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
2-24-53

RECEIVED
FEB 27 1953
FOR FILING

24-3451

3250

February 26, 1953

Moody & Lamkin
Attorneys at Law
Suite 211 Oregon Bldg.
Salem, Oregon

Gentlemen:

Our records disclose a claim filed by you on behalf of the General Electric Supply Corporation against the Sound Construction & Engineering Co. in connection with State Highway Contract No. 3250. This claim is for materials furnished during construction of the State Highway Office Building in Salem in the amount of $46,517.45.

Please advise this office immediately as to whether or not this claim has been satisfied so we can make final settlement with the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-26-53 JK

RECEIVED
FEB 27 1953
FOR FILING

24-3451

3250

February 26, 1953

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3250 for work performed on the State Highway Office Building in Salem, Marion County, was completed by the contractor, Sound Construction & Engineering Co., on February 2, 1953 and was formally accepted by the Highway Commission on February 17, 1953.

Final payment in the amount of $10,000.00 will be released to the contractor on or after March 9, 1953, providing outstanding claim has been satisfied and this office advised. The total contract amount is $1,628,532.71, and no force account work was performed on the project.

There is a claim filed against this project by the General Electric Supply Corporation for materials furnished in the sum of $46,517.45, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
H. A. Peterson, Agent
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
2-26-53

RECEIVED
FOR FILING

24-3451
3250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1953

SUBJECT: Highway Office Building
Contract No. 3250

To:

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

Sound Construction & Engineering Company completed all work on the above contract on February 2, 1952. Will you please secure authority from the Commission to release the final monies due the contractor on this job.

A special agreement entered into between the contractor and the Highway Commission under date of July 3, 1951 automatically provides for a time extension covering the intervening period between the specified completion date for the work and the actual completion date as set out above.

Very truly yours,

C. A. Gardner
Bridge Office Engineer

CAG:aa

cc R. H. Baldock

We are releasing the final money ($600) due the architect on this job.

RECEIVED
FOR FILING

24-3451
3250

January 27, 1953

Peat, Marwick, Mitchell & Company
957 Stuart Building
Seattle 1, Washington

Gentlemen:

Our records show that there is still due the Sound Construction and Engineering Company the sum of $10,000 on State Highway Contract No. 3250 for construction of the State Highway Office Building in Salem. This agrees with the amount that you asked us to verify in your letter of January 23rd.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Sound Construction & Engineering Co.
1900 Aloha Street
Seattle 9, Washington

SOUND CONSTRUCTION & ENGINEERING CO.

CONTRACTORS

ESTABLISHED 1910

January 23, 1953

MAIN OFFICE
SEATTLE, WASH.

ADDRESS REPLY TO:
1300 Aloha Street
Seattle 9, Washington

State of Oregon
Highway Commission
Salem, Oregon

Re: State Highway Office Building
Our Job No. 510

Gentlemen:

In connection with our annual audit, we ask that you please confirm direct to our auditors, Peat, Marwick, Mitchell and Co., 957 Stuart Building, Seattle 1, Washington, the status of your account with us as of December 31, 1952.

Our records indicate the following amount due us on that date:

Estimate No. Final, Dated 6-10-51	
Total Earned to Date	$1,628,532.71
Less Paid on Previous Estimates	1,618,532.71
Balance	$ 10,000.00
Retained Percentage	
Balance Payable Currently	$ 10,000.00

We are enclosing a self-addressed stamped envelope for your convenience in forwarding a prompt reply.

Very truly yours,

SOUND CONSTRUCTION & ENGINEERING CO.

By K. W. Claussen
K. W. Claussen

KWC:mk

RECEIVED
JAN 16 1953
FOR FILING

24-3451
3250

January 15, 1953

International Business Machines Corporation
1270 Center Street
Salem, Oregon

Attention: Mr. K. A. Olson

Gentlemen:

We have received in this office a carbon copy of your letter directed to the Secretary of State in which you write that your claim against the City Electric Company for equipment supplied for the State Highway Building has been paid in full by the Sound Construction Company. This is in connection with the claim you filed with this office on State Highway Contract No. 3250 on which Sound Construction Company was the principal contractor.

Thank you for advising us regarding payment.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-16-53 jk

International Business Machines Corporation

1270 Center Street Salem, Oregon

January 13, 1953

3250

Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon:

Gentlemen:

This is to advise that our claim against the City Electric Company of Salem, Oregon for equipment supplied for the Oregon State Highway Building has been paid in full by the Sound Construction Company, General Contractor for the job.

We, therefore, wish at this time to withdraw our claim in light of this payment and satisfaction of our claim.

Very truly yours,

K. A. Olsen
Branch Manager

rw

CC: Mr. H. B. Glaisyer,
Mr. Fred Snider

REFERRED TO
BY SECRETARY

RECEIVED
JAN 13 1953
FOR FILING

24-3451

January 15, 1953

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received a copy of a letter dated January 13 from the International Business Machines Corporation, 1270 Center Street, Salem, the original of which was addressed to the Secretary of State. They write as follows:

"This is to advise that our claim against the City Electric Company of Salem, Oregon for equipment supplied for the Oregon State Highway Building has been paid in full by the Sound Construction Company, General Contractor for the job.

"We, therefore, wish at this time to withdraw our claim in light of this payment and satisfaction of our claim."

This statement is in connection with a claim filed by the International Business Machines Corporation against Sound Construction Company on State Highway Contract No. 3250 for construction of the State Highway Office Building in Salem.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. H. A. Petersen
Sound Construction & Engineering Co.
City Electric Company

FILED
1-15-53

RECEIVED
FOR FILING

COPY FOR FILES
from [illegible], Secretary

24-3451
2250

International Business Machines Corporation

Salem, Oregon

1270 Center Street

January 13, 1953

Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon:

Gentlemen:

This is to advise that our claim against the City Electric Company of Salem, Oregon for equipment supplied for the Oregon State Highway Building has been paid in full by the Sound Construction Company, General Contractor for the job.

We, therefore, wish at this time to withdraw our claim in light of this payment and satisfaction of our claim.

Very truly yours,

/s/ K. A. Olson
K. A. Olson
Branch Manager

rw

CC:Mr. H. B. Olaisyer
Mr. Fred Snider

NOTED
State Highway Engineer

COPY

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

RECEIVED
JUN 1952
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

Mr. Williams

24-345

May 29, 1952

Sound Construction & Engineering Company
1300 Alpha Street
Seattle, Washington

NOTED
W. C. WILLIAMS

Attention: Mr. W. R. Johnston

Gentlemen:

Re: State Highway Office Building
at Salem

Article 15, Correction of Work after Final Payment, on page 4 of the General Conditions of the Contract for the State Highway Office Building, provides for the correction of defects developing within a period of one year from the date of acceptance of the completed building. In connection with the installation of the weather stripping of the windows, we have approved the material, and I understand that it is being fabricated and will be installed in the near future.

Our inspection of the building reveals the following defects which should be corrected by your company under the above-cited specification.

1. Leakage around window-spandrel assemblies facing Chemeketa Street was stopped last winter by re-caulking. The plaster and paint on window casements in this area have been damaged by moisture. Repainting of casements will be required in Rooms 207 to 211 inclusive; 306 to 313 inclusive; 405 to 413 inclusive; and 429.

2. A large horizontal crack has developed in the south wall of Room 219 which is attributed to faulty workmanship in laying up this partition. The plaster crack at fire hose cabinet near door 415 should be repaired.

3. Blistering on the roof has occurred to a minor degree, chiefly along the cant strip. These should be relieved and repaired.

4. The south leaf of Herculite door 138, leading from main lobby to Capitol Street vestibule, has insufficient clearance over terrasso floor. Bottom rail of this door will probably have to be filed off.

It would be appreciated if these defects would be remedied in the near future so that the project may be closed on our books.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc W. C. Williams

RECEIVED
MAY 12 1952
FOR FILING

24-24
3250

Lic

SOUND CONSTRUCTION & ENGINEERING CO.

1300 Aloha Street
Seattle 9, Washington

May 9, 1952

C
O
P
Y

Oregon State Highway Department
Salem, Oregon

Re: State Highway Office Building
Salem, Oregon

Attn: Mr. R. H. Baldock

Gentlemen:

In reference to your letter of April 30, 1952.

Please be advised that our supplier for the weather-stripping for above job has earnestly been endeavoring to buy spring bronze required to complete the window installation. It seems the bronze can be purchased but not the type spring bronze required for the weatherstripping installation.

Our supplier has made every effort to secure the material and since my letter of April 1, 1952 has unsuccessfully tried to get some of the weatherstripping specialty companies to do the job, even at a premium price but none of them are willing to guarantee securing material.

Mr. White of Steel Products will be in Salem either the 12th or the 13th with samples of suggested substitute material for your department's inspection.

Yours very truly,

SOUND CONSTRUCTION & ENGINEERING CO.

By (sgd) W. R. Johnston
W. R. Johnston

WRJ:jc

cc: Steel Products
File

RECEIVED
MAY 9 1952
FOR FILING

37 5471
3250

April 30, 1952

Sound Construction & Engineering Company
1300 Alcha Street
Seattle, Washington

Attention: Mr. W. R. Johnston

Gentlemen:

Reference is made to the metal weather stripping for the State Highway Building.

Under date of December 29, 1951, you advised us that weather stripping for the job would be furnished the fabricator in December of 1951. We also have copy of your letter to Steel Products, Inc., dated April 1, 1952.

It has been eleven months since we moved into this building, and the weather stripping is still not installed. It seems to us that there must be serious incompetence on the part of your subcontractors that such delays should occur.

We are still holding deductions which were made from your final estimate, and the project is still carried as incomplete on our accounts. We would like very much to have this completed and the job finaled out. Will you please advise what progress is being made.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]:gm
cc C. A. Peterson

RECEIVED
FOR FILING
FORM E-30 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1952

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Mr. Williams:

You recently referred to me a letter from Mr. W. B. Johnson, Auditor, Withholding Tax Department, State Tax Commission, addressed to Mr. Paxson, requesting that he be advised if there is any way that the Highway Department could make available to the Tax Commission holdbacks payable to the general contractor in the construction of the new State Highway Building to cover withholding taxes due from the subcontractor who, in this instance, is Ray Carter & Sons of Boise, Idaho.

You will recall that a supplemental agreement was entered into between the State and the Sound Construction Engineering Company, the prime contractor, which specifically dealt with the retention of holdbacks amounting to $10,000, and which provided that the same was being withheld until certain specified work is completed. Not only would it be a breach of good faith for the Highway Commission to now take the position that part of this $10,000 fund could be used for other purposes and reached by third party claimants involving a claim against a subcontractor, but in my opinion we are also without legal authority to turn any part of these monies over to the State Tax Commission even in the absence of this supplemental agreement dealing specifically with the retained holdbacks.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RECEIVED
MAY 5 1952
OFFICE OF
STATE HIGHWAY ENGINEER

CWE:avh
cc - G. S. Paxson

Paxson has advised Tax Comm

RECEIVED
MAY 1 1952
FOR FILING

24-3451

1.5

April 29, 1952

The Aetna Casualty and Surety Co.
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by International Business Machines Corporation against Sound Construction Company for clocks furnished for installation in the new State Highway Building in Salem under contract No. 3250. This claim is in the amount of $2,713.85.

We furnish this information as your Company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. H. A. Peterson
Yeon Building
Portland 4, Oregon

Sound Construction & Engineering Co.
1300 Aloha Street
Seattle 9, Washington

4-29-52

April 22, 1952

Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, International Business Machines Corporation, has a claim for Electronic Clock equipment in the sum of $ 2713. 85 against the bond taken from Sound Construction Company and The Aetna Casualty and Surety Company, Surety, for the above equipment installed in the new State Highway Building.

Very truly yours,

RAW

K. A. Olson
Branch Manager
For International Business Machines Corporation

CC: Mr. H. B. Glaisyer

We request a copy of this bond be forwarded to this office.

COPY

INTERNATIONAL BUSINESS MACHINES CORPORATION

156 South Commercial Street Salem, Oregon Phone 3-9261

April 22, 1952

Secretary of State

State of Oregon

State Capitol Building

Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, International Business Machines Corporation, has a claim for Electronic Clock equipment in the sum of $ 2713.85 against the bond taken from Sound Construction Company and The Aetna Casualty and Surety Company, Surety for the above equipment installed in the new State Highway Building.

Very truly yours,

K. A. OLSON

K. A. Olson
Branch Manager
For International Business Machines Corporation

RAH

CC: Mr. H. I. Gleiger

Be requested copy of this bond be forwarded to this office.

PAULINE HILLPOT
Notary

(SEAL)

RECORDED
File No. 3329
Filed April 24, 1952
EARL T. NEWBRY, Secretary of State

RECEIVED
MAY 1 1952
FOR FILING

24 - 345

3350

April 29, 1952

Hon. Earl T. Newbry
Secretary of State
C A P I T O L

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of April 24 to which was attached three copies of a claim filed with your office by the International Business Machines Corporation against Sound Construction Company for clock equipment in the amount of $2,713.95 installed in the new State Highway Building, being Highway Contract No. 3350, your file No. 3338.

3250

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

ENTERED ON CARD
4-29-52, gE

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

April 24, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by International Business Machines Corporation for Electronic Clock equipment in the sum of $2713.85 against the bond taken from Sound Construction Co. Principal, and The Aetna Casualty and Surety Company, Surety, for the above equipment installed in the new State Highway Building, our file No. 3338.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By E Libby
Clerk
Filing Dept.

MF:h
Enc.

RECEIVED
APR 28 1952
OREGON
STATE HIGHWAY COMMISSION

4-24-52, gl

RECEIVED
APR 7 1952
FOR FILING

24-3451

3250

Salem, Oregon
April 1, 1952

Mr. C. W. Enfield
Chief Counsel
O f f i c e

Dear Sir:

Herewith copy of a letter from the State Tax Commission with reference to unpaid withholding tax from Ray Carter and Sons, who were the subcontractors on the plastering of the State Highway Building.

When we paid the final estimate on the building to the Sound Construction & Engineering Company, who were the prime contractors, we withheld $10,000 to cover certain work on the building that could not be done because of shortage of material. We still have this $10,000. It would be appreciated if you would give me a ruling as to what steps could be taken to collect this withholding tax.

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

Attached
CSP:gm
cc G. S. Pearson

STATE OF OREGON

STATE TAX COMMISSION

Salem
March 31, 1952

COPY

Re: Acct. No. 3403

Mr. G. S. Paxson
Bridge Engineer
State Highway Building
Salem, Oregon

Dear Mr. Paxson:

We are writing to you in regard to the Oregon withholding tax account of Ray, Sheldon, and Kenneth Carter, dba Ray Carter and Sons of Boise, Idaho. These employers had the contract for plastering the new State Highway Building.

During the Oregon operations of this firm, withholding taxes in the amount of $144.18 were withheld from the employes' wages during the third quarter of 1951, and $120.85 was withheld during the fourth quarter. We have never received payment covering these deductions and penalty and interest in the amount of $18.70 has now accrued, making an unpaid balance in the amount of $283.73.

We have been advised that you are withholding some money from the general contractor. If there is any way that the Oregon withholding taxes due from the sub-contractor can be collected from the funds due the contractor, we would be pleased to have you do whatever is necessary to permit collection of the amount due this department.

We have advised Ray Carter and Sons of their liability in this matter but have obtained no response.

Thank you for your cooperation.

Very truly yours,

STATE TAX COMMISSION

W. B. Johnson (sgd.)

Auditor
Withholding Tax Department

W.B.Johnson:lms

RECEIVED
JAN 29 1952
FOR FILING

24-3451

3250

January 28, 1952

Graybar Electric Company, Inc.
Park and Flanders Streets
Portland 9, Oregon

Attention: Mr. T. W. McLaughlin

Gentlemen:

Thank you for your letter of January 25 stating that City Electric have paid in full their account with you for material installed in the State Highway Building in Salem under Contract No. 3250.

In your letter of August 9, 1951, you state that this claim is in the amount of $2,140.41.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-28-52

P. D. BARBER
MANAGER
J. S. GILLESPIE
OPERATING MANAGER
T. W. McLAUGHLIN
CREDIT MANAGER

TELEPHONE
BROADWAY 6641

GraybaR

ELECTRIC COMPANY, INC.
GRAYBAR BUILDING
PARK & FLANDERS STREETS
PORTLAND 9, OREGON

Jan. 25, 1952

MR. H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION
STATE OFFICE BUILDING
SALEM, OREGON

3250

Gentlemen:

Subject: CITY ELECTRIC, Sub-Contractor
State Highway Building

Supplementing our letter of August 9, 1951 please be informed that we have received a check from Mr. Fred Snider of the City Electric Co. paying in full that part of his account for material installed in the Oregon State Highway Building, Salem, Oregon.

Thank you very much for your help and cooperation.

Yours very truly,

T. W. McLaughlin

T. W. McLAUGHLIN
CREDIT MANAGER

mj
cc: Sound Construction & Eng. Co.
Aetna Casualty & Surety Co.
City Electric Co.

DEFERRED TO Jessie Lewis
BY SECRETARY

RECEIVED
JAN 54

THE GRAYBAR TAG

Everything Electrical GRAYBAR

SYMBOL OF DISTRIBUTION

NOTED ON CARD
1-28-52

RECEIVED
NOV 1951
FOR FILING

24-3425
3250

November 26, 1951

International Business Machines Corporation
156 South Commercial Street
Salem, Oregon

Attention: Mr. K. A. Olson
Branch Manager

Gentlemen:

Your letter of November 23 addressed to the Secretary of State concerning your claim for clocks furnished in the State Highway Building has been referred to this office for reply.

Sound Engineering and Construction Company are the principal contractors for construction of the State Highway Office Building under Contract No. 3250. They furnished with this contract a performance bond which assures satisfactory completion of the work and payment of all bills incurred in connection with the job. The surety is The Aetna Casualty and Surety Company through their agent, H. A. Peterson, Yeon Building, Portland 4. The State Highway Commission does not recognize sub-contractors on its jobs but looks to the principal contractor for satisfaction. This contract has not yet been accepted by the Highway Commission.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. The Oregon Law prescribes certain procedures for filing a claim, so for your convenience we have attached an excerpt from the Law outlining the necessary procedure. In the meantime your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

11-26-51, 3 C

INTERNATIONAL BUSINESS MACHINES CORPORATION

188 SOUTH COMMERCIAL STREET SALEM, OREGON PHONE 3-8261

November 23, 1951

Secretary of State
State of Oregon
Capitol Building
Salem, Oregon

Gentlemen:

This is to advise you that we wish to serve notice on the State of Oregon as owners of the new State Highway Building, that this firm has not received any payment for the clock equipment supplied for the State Highway Building through the Electrical Contractor, City Electric Company of Salem.

The full amount owing the IBM Electronic Clock System is $ 2805.00 and the purpose of this letter is to protect us under the Surety Bond for the project.

Very truly yours,

K. A. Olson

HIS/rw

K. A. Olson
Branch Manager

Referred to State Highway Department

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
NOV 26 1951
EARL T. NEWBRY

RECEIVED
NOV 26 1951
OREGON
STATE HIGHWAY COMMISSION

RS: 590 MADISON AVENUE NEW YORK 22, N. Y., TELEPHONE PLAZA 3-1600

IBM

11-26-51

RECEIVED
NOV 29 1951
FOR FILING

14-2451

3250

3260

November 26, 1951

The Aetna Casualty and Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated November 23 from the International Business Machines Corporation, 156 South Commercial Street, Salem, stating that there is due them the sum of $2,205 for clock equipment furnished for the State Highway Building in Salem. Sound Construction and Engineering Company were awarded Contract No. 3250 for construction of the State Highway Office Building in Salem. The IBM Corporation states that the equipment was furnished to City Electric Company, a sub-contractor on the above-described building.

This information is furnished as your Company appears as surety on the performance bond furnished with State Highway Contract No. 3250.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAgrnd

cc - Mr. H. A. Peterson
Yeon Building
Portland 4, Oregon

Sound Construction & Engineering Co.
1300 Alaska Street
Seattle 9, Washington

City Electric Company
245 Center Street
Salem, Oregon

NOTED ON CARD
11-26-51 gf

RECEIVED
OCT 25 1951
FOR FILING

SOUND CONSTRUCTION & ENGINEERING CO.

ESTABLISHED 1910

GENERAL CONTRACTORS

1300 ALOHA STREET

SEATTLE 9, WASHINGTON

TELEPHONE
SENECA 8333

24-3451

3250

October 24, 1951

City Electric, Inc.
345 Center Street
Salem, Oregon

Hartford Accident & Indemnity Co.
Attention: Merrill D. Ohling, Resident Agent
Spalding Building
Portland, Oregon

Re: Claims of Vendors to City Electric, Inc., Electrical Sub-Contractor on State Highway Office Building, Salem, Oregon

Gentlemen:

We have been advised by the Oregon State Highway Commission of notifications received by them from vendors who have furnished supplies on the State Highway Office Building in Salem for the City Electric, Inc., of Salem, to the effect that the vendors' accounts for these supplies have not been satisfied.

The various vendors who have supplied City Electric, Inc., are: (a) General Electric Supply Corporation, who claim an amount due of $48,276.94; (b) International Business Machines Corporation, who claim an amount due of $2,631.00; and (c) The Graybar Electric Company, who claim an amount due of $2,140.41. The above amounts total $53,048.35.

Our records indicate that there is still owing the City Electric, Inc., of Salem, Oregon, retained percentage on their sub-contract with us of $20,245.41.

It would be appreciated if City Electric, Inc., and the Hartford Accident & Indemnity Company, their sureties, would give their attention to the above claims.

Very truly yours,

SOUND CONSTRUCTION & ENGINEERING CO.

By K. W. Clausen
K. W. Clausen

NOTED
F. QUERY

KWC:mt
cc: Aetna Casualty & Surety Co.
Floyd Query, Actg. Secty. Oregon State Highway Commission
Mr. Shefelman

RECEIVED
NOV 1951
FOR FILING

24-3451

3250

October 19, 1951

The Aetna Casualty & Surety Company
Portland Service Department
306 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the General Electric Supply Corporation against "Sound Electric and Construction Company" in the sum of $48,276.94 for electrical supplies furnished on State Highway Contract No. 3250 for construction of the State Highway Office Building in Salem.

This information is passed on to your Company inasmuch as it appears as surety on the performance bond furnished with State Highway Contract No. 3250.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md
Attach.

cc - Mr. H. A. Peterson
Yeon Building
Portland 4, Oregon

Sound Construction & Engineering Co.
1300 Aloha Street
Seattle 9, Washington

11-19-51

GENERAL (G.E.) ELECTRIC
SUPPLY CORPORATION

300 N.W. 14th Ave.
Portland 8, Ore.

October 11, 1951

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned General Electric Supply Corporation has a claim for electrical fixtures, electrical switches, panels, and miscellaneous wiring supplies in the sum of $48,276.94 against the bond taken from Sound Electric & Construction Company and the Aetna Casualty Company Surety for the work of constructing the State Highway Department Office Building Contract No. 3250 -- our materials billed to City Electric, Inc., Salem, Oregon, subcontractor.

GENERAL ELECTRIC SUPPLY CORPORATION

By R. C. Benn
District Auditor

Subscribed and sworn to before me
this 16th day of October 1951.
Ellen F. Johnson
Notary Public for Oregon.
My Commission Expires Sept. 19, 1952

(Notarial Seal)

RCS/elw
cc: R. B. Glaisyer, Secretary
State Highway Commission, Salem, Oregon

Sound Engineering & Construction Co.
Seattle, Washington

ENDORSED:
FILE NO. 3303
FILED OCT. 17, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
NOV 6 1951
FOR FILING

24-34s-1

3250

October 19, 1951

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

This is to acknowledge your letter of October 17 to which was attached three copies of a claim filed with your office by the General Electric Supply Corporation in the sum of $48,276.94 for electrical supplies furnished to Sound Construction and Engineering Company on State Highway Contract No. 3250, your file No. 3303.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 17, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by General Electric Supply Corporation for supplies in the sum of $48,276.94 against the bond taken from Sound Electric & Construction Company, principal and the Aetna Casualty Company Surety, for the work of constructing the State Highway Department Office Bldg. Contract No. 3250, our file No. 3303.

We are enclosing three copies of the claim for your information.

Kindly acknoledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

NOTED ON C. [illegible]

28-93-A 5-15-37

COPY For

GENERAL ELECTRIC
SUPPLY CORPORATION

October 16, 1951

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned General Electric Supply Corporation has a claim for electrical fixtures, electrical switches, panels, and miscellaneous wiring supplies in the sum of $48,276.94 against the bond taken from Sound Electric & Construction Company and the Aetna Casualty Company Surety for the work of constructing the State Highway Department Office Building Contract No. 3250 -- our materials billed to City Electric, Inc., Salem, Oregon, subcontractor.

GENERAL ELECTRIC SUPPLY CORPORATION

By _____
District Auditor

RCS/elw
cc: E. B. Glaisyer, Secretary
State Highway Commission, Salem, Oregon

Sound Engineering & Construction Co.
Seattle, Washington

RECEIVED
OCT 1 - 1951
FOR FILING

International Business Machines Corporation
156 S. Commercial St., Salem, Oregon Phone 3-9261

September 19, 1951

Sound Construction Company
1300 Aloha Street
Seattle, Washington

Gentlemen:

In March of this year our firm supplied the City Electric Company of Salem, Oregon, sub-contractors on the Oregon State Highway Building, with a Master Time Control, 68 secondary clocks and one transmitter unit for this building. Our invoice # E-96792 in the amount of $ 2631.00 has been issued to cover this equipment.

To date we have received no monies in payment for this invoice which is now overdue. It is our understanding that completion and final acceptance of the building by the Highway Commission has not yet been made nor has the State of Oregon allowed payment of the final estimate.

This firm has yet to supply 6 secondary clocks which were overlooked in the original order and to install five additional transmitter units in the power vault to furnish adequate control equipment for the system. These latter units are in stock and will be installed in the very near future.

This letter is to advise you of the current status of our contract with the City Electric Company as well as those items which are uncompleted insofar as satisfactory operation of the clock system is concerned.

Very truly yours,

K. A. Olson

HIS/rw
CC: Mr. H. B. Glayser, Secty. Ore Highway Commission
City Electric Company
Mr. D. F. Lawler, San Francisco

REFERRED TO
BY SECRETARY

NOTED ON CARD

RECEIVED
SEP 30 1951
COMMISSION

RECEIVED
AUG 27 1951
FOR FILING

24-3451

3250

August 24, 1951

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to the Sound Construction & Engineering Company on contract No. 3250, covering construction of State Highway Office Building at Salem in Marion County. This payment, in the amount of $233,553.42, will be made on or after September 3,1951. The voucher covered by this payment includes a deduction of $10,000 which is being held by the Highway Commission pending completion of certain work.

There is a claim filed against this project by Graybar Electric Co.,Inc. for material furnished in the amount of $2140.41.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Mr. H. A. Peterson
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
8-29-51, gf

RECEIVED
AUG 2 1951
FOR FILING

24 - 3451

3250

August 13, 1951

Gregher Electric Company, Inc.
Gregher Building
Park and Flanders Streets
Portland 9, Oregon

Attention: Mr. T. W. McLaughlin

Gentlemen:

Reference is made to your letter concerning the status of payments on the State Highway Building at Salem. The Sound Construction & Engineering Company are the general contractors on this project, and their bonding company is the Aetna Casualty and Surety Company, Portland.

The final estimate on this project is now in the process of auditing, and payment to the general contractor should be made within the next week or so.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: E. B. Glaisyer
G. S. Pearson

RECEIVED
OCT 1 1951
FOR FILING

24-3451

3250

COPY FOR MR. Bullock
From H. B. Glaisyer, Secretary

Graybar
ELECTRIC COMPANY, INC.
GRAYBAR BUILDING
Park & Flanders Streets
Portland 9, Oregon

NOTED
State Highway Engineer

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION
STATE OFFICE BUILDING
SALEM, OREGON

Gentlemen:

Subject: City Electric, Subcontractor
For State Highway Building

We show a balance of $2,140.41 for material shipped last January and installed in the State Highway Building at Salem, Oregon. We have been unable to secure payment for this material. It was furnished to the City Electric Co., who we understand are subcontractors.

We would very much appreciate your furnishing us with the name of the general contractor on this building and the name of his bonding company. It appears a claim will have to be filed against the bond in order to insure prompt payment.

Thank you for your early attention.

Yours very truly,

/s/ T. W. McLaughlin
T. W. McLAUGHLIN
CREDIT MANAGER

mj

COPY

RECEIVED
1951
FOR FILING

24-3451
PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
208 YEON BUILDING
CAPITOL 9111
3250

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND 4, ORE.

August 13, 1951

George W. Rourke, General Agent
Aetna Casualty and Surety Company
3125 Dexter Horton Building
Seattle, 4 Washington

Dear Sir:

RE: Bond 20 S 10490
Contract No. 3250
Sound Construction & Engineer Co.
to
State of Oregon

We are attaching a letter from the Oregon State Highway Department at Salem, Oregon, dated August 10, 1951, advising that they have received a letter from Graybar Electric Company, Park and Flanders Streets, Portland, advising that City Electric, Inc. Salem, a subcontractor for Sound Construction & Engineering Company on State Highway Contract No. 3250 for construction of State Highway Building at Salem, owes them $2,140.41 for material shipped last January and installed in the Highway Building at Salem, They state to date they have been unable to secure payment for this material.

Inasmuch as this bond was written in the DesMoines Office, we are sending them a copy of this letter.

Yours very truly,

W. H. Eagleton
Supt. Fidelity & Surety Dept.

By

cc- Aetna Casualty and Surety Company
Hubbell Building
Des Moines, Iowa

Oregon State Highway Commission
Salem, Oregon

HPA

BANK AND AGENT AUTO PLAN

FILED

RECEIVED
AUG 14 1951
FOR FILING

24_3451

3250

August 10, 1951

The Aetna Casualty & Surety Company
Portland Service Department
306 Yeon Building
Portland 4, Oregon

Gentlemen:

We have today received a letter from Graybar Electric Company, Park and Flanders Streets, Portland 9, advising that City Electric, Inc., Salem, a subcontractor for Sound Construction and Engineering Company on State Highway Contract No. 3250 for construction of the State Highway Building at Salem, owes them $2,140.41 for material shipped last January and installed in the Highway Building at Salem. They state that to date they have been unable to secure payment for this material.

The above information is provided as your Company appears as surety on the performance bond furnished with State Highway Contract No. 3250.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf

cc - Mr. H. A. Peterson
Yeon Building
Portland 4, Oregon
Sound Construction & Engineering Co.
1300 Aloha Street
Seattle 9, Washington
City Electric, Inc.
245 Center Street
Salem, Oregon

NOTED ON CARD

8-10-51 gk

RECEIVED
AUG 14 1951
FOR FILING

24-3451
3250

Mrs Lewis

August 10, 1951

Grayber Electric Company, Inc.
Park and Flanders Streets
Portland 9, Oregon

Attention: Mr. T. W. McLaughlin

Gentlemen:

This is to acknowledge your letter of August 9 in which you advise that you have a claim in the sum of $2,140.41 for electrical materials furnished to City Electric, subcontractor on the State Highway Building in Salem. The principal contractor on this job is Sound Construction and Engineering Company who was awarded our Contract No. 3250 for construction of the State Highway Building in Salem. The Aetna Casualty and Surety Company through H. C. Peterson, Yeon Building, Portland 4, furnished the performance bond for this contract which has not yet been accepted by the Commission.

If you feel it necessary to protect your claim for a period longer than six months following completion and acceptance of the job, it is suggested that you file a claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

8-10-51 by CARD

JOHN REINE
MANAGER
J. S. GILLESPIE
OPERATING MANAGER
T. W. McLAUGHLIN
CREDIT MANAGER

TELEPHONE
BROADWAY 6641

GraybaR

ELECTRIC COMPANY, INC.
GRAYBAR BUILDING
PARK & FLANDERS STREETS
PORTLAND 9, OREGON

August 9, 1951

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION
STATE OFFICE BUILDING
SALEM, OREGON

Gentlemen:

Subject: City Electric, Subcontractor
For State Highway Building

We show a balance of $2,140.41 for material shipped last January and installed in the State Highway Building at Salem, Oregon. We have been unable to secure payment for this material. It was furnished to the City Electric Co., who we understand are subcontractors.

We would very much appreciate your furnishing us with the name of the general contractor on this building and the name of his bonding company. It appears a claim will have to be filed against the bond in order to insure prompt payment.

Thank you for your early attention.

Yours very truly,

T. W. McLaughlin

T. W. McLAUGHLIN
CREDIT MANAGER

mj

Signed
BY SECRETARY

RECEIVED
AUG 10 1951
STATE HIGHWAY COMMISSION

8-9-51gs

THE GRAYBAR TAG
Everything Electrical Graybar
SYMBOL OF DISTRIBUTION

RECEIVED
AUG 2 1951
FOR FILING

24-5451

3250

August 1, 1951

Sound Construction & Engineering Co.
1300 Aloha Street
Seattle 9, Washington

Gentlemen:

The State Highway Commission, at its meeting held on July 16, 1951, had under discussion your request for an extension of time of 18 days, from May 31 to June 18, 1951, within which to complete your contract No. 1259 covering construction of State Highway Office Building at Salem, in Marion County.

The Highway Commission approved the additional extension of time, from May 31 to June 18, without penalty for that period but the penalties assessed under the first extension remain as set forth therein. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Haven Hutting,
Clerk of the Works

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
8-1-51

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DEC 7 1951
FOR FILING

24-3451
3250

July 20, 1951

Sound Construction and Engineering Company
1300 Alaska Street
Seattle, Washington

C & A 1314

Gentlemen:

Herewith three copies of an agreement between your company and the State of Oregon covering the acceptance of the State Highway Office Building in Salem, prior to the completion of all work called for in the contract, and the release of all payment due under the contract other than the $10,000 retained amount provided for in this agreement. If this meets with your approval, please sign all copies and return to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

RECEIVED
JUL 19 1951
FOR FILING

24-3451

325a

2787

July 13, 1951

Scandi Construction & Engineering Co.
1300 Aloha Street
Seattle, Washington

Gentlemen:

Re: Weather Stripping of
State Highway Building

Attached hereto is a copy of a letter from the H.P.A. with reference to the recent rulings of the use of spring bronze for weather stripping. From this letter it appears that the use of spring bronze is no longer forbidden. Will you please investigate the supply and, if at all possible, make arrangements to get the spring weather stripping and have it installed before the winter season comes on. We are apprehensive as to possible damage to the building, should it go through the winter without weather stripping.

As you know, this weather stripping is one of the items that is included in the supplemental agreement now being prepared to cover work not yet done on the building.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

ASSIGNMENT

No. 2787

...1, 1951

By

...ription: James E. Maxwell's letter of July 10 regarding ...istance in obtaining sheet spring bronze for weather stripping windows in Highway Bldg.; copies of M-12, M-4, M-47A and M-74 attached

Acknowledged by _____ Referred to __Pearce ✓_____

Investigate and report with recommendation

xx ...n, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____ signature

Assignment executed 1-16-51 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF FOREIGN AND DOMESTIC COMMERCE
FIELD SERVICE

PORTLAND DISTRICT OFFICE:
217 OLD U. S. COURTHOUSE
520 SOUTHWEST MORRISON STREET
PORTLAND 4, OREGON

July 10, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This will acknowledge your letter of July 3, with reference to assistance in obtaining sheet spring bronze for weather stripping windows in the State Highway Office Building.

In accordance with your request, we have made a follow-up with our Washington office with respect to your request of May 29. No reply has been received, as yet. However, we would like to call your attention to changes in the M-12 order which previously restricted the use of copper or copper base alloys for weather stripping. The new M-12 order no longer carries a list of prohibited items. The new M-4 order, dated July 1, 1951, lists the number of items where aluminum and copper may not be used. Weather stripping is no longer forbidden.

M-74 relates to the use of copper and copper base alloys in the manufacture of construction materials and also fails to list weather stripping. In view of these changes in basic NPA orders, it appears that there is no longer a prohibition against the use of copper and copper base alloys for weather stripping purposes.

We suggest that you contact the contractor who holds the weather stripping contract and have him find out whether or not weather stripping may now be purchased without a priority.

Copies of the orders M-12, M-4, M-47A and M-74 are attached for your information.

Very truly yours,

Ralph W. Sullivan
District Manager

NOTED
W. C. WILLIAMS

James E. Maxwell
Business Economist

RECEIVED
JUL 12 1951

Encls.
JEM:hmw

RECEIVED
JUL 12 1951

U. S. DEPARTMENT OF COMMERCE
NATIONAL PRODUCTION AUTHORITY

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter VI—National Production Authority, Department of Commerce

[NPA Order M–12 as amended July 2, 1951]

M–12—Use of Copper and Copper-Base Alloys

This order, as amended, is found necessary and appropriate to promote the national defense and is issued pursuant to the Defense Production Act of 1950. In the formulation of this order, there has been consultation with industry representatives, including trade association representatives, and consideration has been given to their recommendations. However, consultation with representatives of all trades and industries affected in advance of the issuance of this order has been rendered impracticable due to the necessity for immediate action and because the order effects a large number of different trades and industries.

Sections 1, 2, 3, 4, 5, 6, 7, and 9 (as renumbered) are amended; section 9 is renumbered 8; sections 8, 10, and 11 are deleted; sections 12, 13, 14, and 15 are renumbered as 9, 10, 11, and 12; references throughout the order to these sections are changed accordingly; and lists A & B are deleted. As so amended, NPA Order M–12 reads as follows:

Sec.
1. What this order does.
2. Definitions.
3. Copper forms and products to which this order applies.
4. Application of order.
5. Production of brass mill products, copper wire mill products, and foundry products.
6. Use of copper forms and products.
7. Liability for noncompliance.
8. Exemptions.
9. Applications for adjustment or exception.
10. Records and reports.
11. Communications.
12. Violations.

Authority: Sections 1 to 12 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply sec. 101, Pub. Law 774, 81st Cong.; sec. 101, E. O. 10161, Sept. 9, 1950, 15 F. R. 6105, 3 CFR, 1950 Supp.; sec. 2, E. O. 10200, Jan. 3, 1951, 16 F. R. 61.

Section 1. *What this order does.* The purpose of this order is to describe how the copper remaining after allowing for the requirements of national defense may be distributed and used in the civilian economy, and to limit the use of copper where such limitation is not accomplished by allotments or other orders. It is the policy of the National Production Authority that copper and articles made of copper not required to fill authorized controlled material orders and rated orders, shall be distributed equitably through normal channels of distribution, and that due regard shall be given by suppliers to the needs of new and small business.

Sec. 2. *Definitions.* As used in this order:

(a) "Person" means any individual, corporation, partnership, association, or any other organized group of persons and includes any agency of the United States or any other government.

(b) "Base period" means the 6-month period ending June 30, 1950.

(c) "Manufacture" means to put into process, machine, incorporate into products, fabricate, or otherwise alter the forms and products of copper defined in section 3 by physical or chemical means, and includes the use of copper in plating.

Sec. 3. *Copper forms and products to which this order applies.* This order applies to the following forms and products of copper: Copper, copper-base alloy, brass mill products, copper wire mill products, and foundry copper products and copper-base alloy products. For the purpose of this order, these items are defined as follows:

(a) "Copper" means unalloyed copper. (It includes electrolytic copper, fire refined copper, and all unalloyed copper in any form including scrap.)

(b) "Copper-base alloy" means any alloy in the composition of which the percentage of copper metal by weight equals or exceeds 40 percent of the total weight of the alloy. (It shall include fired and demilitarized cartridge and artillery cases, and all copper-base alloy, as specified above, in any form including scrap.) It does not include alloyed gold produced in accordance with U. S. Commercial standard CS67–38.

(c) "Brass mill products," for the purpose of this order, means copper and copper-base alloys in the following forms: sheet, plate, and strip in flat lengths or coils; rod, bar, shapes, and wire, except copper wire mill products; and seamless tube and pipe. Straightening, threading, chamfering and cutting to width and length, and reduction in gage, do not constitute changes in form of brass mill products except as determined by NPA. The following related products which have been produced by a change in form of brass mill products are not included in the definition of brass mill products:

Circles.
Discs.
Cups.
Blanks and segments.
Forgings.
Welding rod, 3 feet or less in length.
Rotating bands.
Tube and nipples—welded, brazed, or mechanically seamed.
Formed flashings.
Engravers' copper.

Allotments for the purpose of producing such related products shall be in terms of the estimated weight of the brass mill product from which such related product is made.

(d) "Copper wire mill product" means bare wire, insulated wire and cable whatever the outer protective coverings may be, and uninsulated wire and cable, where the conductors are made from copper, copper-base alloy, or copper-clad steel containing over 20 percent copper by weight. All copper wire mill products should be measured in terms of pounds of copper content.

(e) "Foundry product" means cast copper or copper-base alloy shapes and forms suitable for ultimate use without remelting, rolling, drawing, extruding, or forging. (The process of casting includes the removal of gates, risers, and sprues, and sandblasting, tumbling, or dipping, but does not include any further machining or processing.)

Sec. 4. *Application of order.* Subject to the exemption stated in section 8, this order applies to all persons who produce brass mill products, copper wire mill products, or foundry products as listed in section 3 of this order, or who use any of the forms and products of copper defined in section 3 of this order in manufacture. This order does not apply to the use of copper which is limited or controlled by CMP allotments or other applicable NPA orders, or to the use of copper or copper-base alloy in the production of other metals or metal alloys.

Sec. 5. *Production of brass mill products, copper wire mill products, and foundry products.* Subject to the exemptions stated in section 8 of this order, or unless specifically directed by the National Production Authority:

(a) No person shall produce during July 1951 a total quantity by weight of brass mill products and copper wire mill products in excess of 80 percent of his average monthly production of such products during the base period. The production of brass mill products and copper wire mill products pursuant to an authorized toll or conversion agreement whereby title to the material to be processed remains vested in the person who delivers it is permitted in addition to the production permitted by this paragraph. In determining average monthly production during the base period, the brass mill products and copper wire mill products so produced shall not be included in the base period production of the brass mill or wire mill. Nothing contained in this paragraph shall affect the restrictions on toll or other similar agreements contained in NPA Order M–16.

(b) No person shall produce during July 1951 a total quantity by weight of foundry products in excess of 100 percent of his average monthly production of foundry products during the base period.

SEC. 6. *Use of copper forms and products.* Subject to the exemptions stated in section 8 of this order, or unless specifically directed by the National Production Authority, during July 1951 and each month thereafter, no person shall use in any process (such as plating) or in the manufacture or production of any chemical, drug, pharmaceutical, or insecticide, or any product which is not listed in NPA Order M-47A or which is not a part of a product so listed, a quantity by weight of the forms and products of copper defined in section 3 of this order in excess of 75 percent of his average monthly use of such materials for such purposes during the base period: *Provided, however*, That this limitation shall not apply to the use of such material pursuant to an authorized production schedule received in accordance with CMP Regulation No. 1.

SEC. 7. *Liability for noncompliance.* Nothing contained herein shall relieve any person from liability for violations of any provision of this order which was in effect at the time of such violation.

SEC. 8. *Exemptions.* (a) The production of brass mill, copper wire mill, and foundry products, and the use of such products is permitted to fill rated orders, or to meet any mandatory order of the National Production Authority, in addition to the production and use permitted by the provisions of sections 5 and 6 of this order.

(b) Copper forms and products defined in section 3 acquired with ratings, or to meet a National Production Authority scheduled program may be used in addition to the quantities permitted by the provisions of section 6.

(c) The provisions of section 6 do not apply to persons who use less than 1,000 lbs. of the copper forms and products defined in section 3 during any calendar quarter: *Provided, however*, That persons who, by reason of the provisions of section 6, would be permitted to use less than 1,000 lbs. during any calendar quarter, may use, during such period, a quantity up to 1,000 pounds.

SEC. 9. *Applications for adjustment or exception.* Any person affected by any provision of this order may file a request for adjustment or exception upon the ground that his business operation was commenced during or after the base period, that any provision otherwise works an undue or exceptional hardship upon him not suffered generally by others in the same trade or industry, or that its enforcement against him would not be in the interest of the national defense or in the public interest. In considering requests for adjustment claiming that the public interest is prejudiced by the application of any provision of this order, consideration will be given to the requirements of the public health and safety, civilian defense, and dislocation of labor and resulting unemployment that would impair the defense program. Producers shall make such application on Form NPAF-11, "Copper and Copper-Base Alloys: Producer's Application for Adjustment or Exception." Copies of these forms may be obtained from the nearest Department of Commerce Field Office.

SEC. 10. *Records and reports.* (a) Persons subject to this order shall preserve the records which they have maintained of production, inventories, receipts, deliveries, and uses of copper forms and products defined in section 3 of this order commencing with January 1, 1950.

(b) Persons subject to this order shall make records and submit such reports to the National Production Authority as it shall require subject to the terms of the Federal Reports Act (Pub. Law 831, 77th Cong., 5 U. S. C. 139–139F).

SEC. 11. *Communications.* All communications concerning this order shall be addressed to the National Production Authority, Washington 25, D. C. Ref: M-12.

SEC. 12. *Violations.* Any person who wilfully violates any provisions of this order or any other order or regulation of the National Production Authority or who wilfully conceals a material fact or furnishes false information in the course of operation under this order is guilty of a crime and, upon conviction, may be punished by fine or imprisonment or both. In addition, administrative action may be taken against any such person to suspend his privilege of making or receiving further deliveries of materials or using facilities under priority or allocation control and to deprive him of further priorities assistance.

This order as amended, including Lists A and B, shall take effect, except as otherwise specifically stated, on July 2, 1951.

NATIONAL PRODUCTION AUTHORITY,

MANLY FLEISCHMANN,
Administrator.

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U. S. DEPARTMENT OF COMMERCE
NATIONAL PRODUCTION AUTHORITY

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter VI—National Production Authority, Department of Commerce

[NPA Order M–4, as Amended July 1, 1951]

M–4—CONSTRUCTION

This order as amended is found necessary and appropriate to promote the national defense, and is issued pursuant to authority granted by section 101 of the Defense Production Act of 1950. In the formulation of this order, there has been consultation with industry representatives, including trade association representatives, and consideration has been given to their recommendations. In the formulation of this amendment, however, consultation with industry representatives, including trade association representatives, was found to be impracticable due to the necessity for immediate action.

This amendment affects NPA Order M–4 as amended May 11, 1951, as follows: It adds a new paragraph (j) to section 3, a new paragraph (c) to section 4, and amends sections 5, 6, 15, 16, and 17.

As amended, NPA Order M–4 reads as follows:

Sec.

1. What this order does.
2. Policy of the National Production Authority.
3. Definitions.
4. Prohibited construction.
5. Exemptions.
6. Authorization for certain construction.
7. Multiple use of buildings, structures, or projects.
8. Scope of this order.
9. Prohibited deliveries.
10. Defense against claims for damages.
11. Applications for adjustment or exception.
12. Communications.
13. Reports.
14. Violations.
15. List A—Prohibited construction.
16. List B—Construction where NPA authorization is required.
17. List C—Additional construction where NPA authorization is required.

AUTHORITY: Sections 1 to 17 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply sec. 101, Pub. Law 774, 81st Cong.; sec. 101, E. O. 10161, Sept. 9, 1950, 15 F. R. 6105, 3 CFR, 1950 Supp.; sec. 2, E. O. 10200, Jan. 3, 1951, 16 F. R. 61.

SECTION 1. *What this order does.* In order to further the purposes of the Defense Production Act of 1950 by conserving critical materials and services needed for the defense program, this order prohibits the commencement of construction of certain types of buildings, structures, and projects unless specific exception is made, or authorization issued, by the National Production Authority. The order allows, within specified limits, small construction jobs, and necessary maintenance and repair of buildings, structures, or projects, and also permits, under specified circumstances, the restoration of buildings, structures, or projects in the event of a disaster, act of God, or an act of war.

SEC. 2. *Policy of the National Production Authority.* In the event that increasing shortages clearly indicate the necessity for such action in the national interest, the National Production Authority may further limit the commencement of construction of additional types of buildings, structures, or projects which do not support the defense effort or increase the Nation's production capacity for defense.

SEC. 3. *Definitions.* For the purpose of this order:

(a) "Person" means any individual, corporation, partnership, association, or any other organized group of persons, and includes any agency of the United States or any other government.

(b) "Construction" means the erection of any building, structure, or project, or addition or extension thereto, or alteration thereof, through the incorporation-in-place on the site of materials which are to be an integral and permanent part of the building, structure, or project.

(c) "Commence construction" means substantial site clearance (including demolition of buildings or structures), preliminary to the start of or incident to the work on a new building, structure, or project; or to incorporate into a building, structure, or project, substantial quantities of materials which are to be an integral and permanent part of such building, structure, or project.

(d) "Construction cost" means the total expense for demolition of existing structures in connection with a new construction, for site preparation, and for building materials, building equipment, and labor and services, used in the construction of the particular building, structure, or project, by whomever spent. It does not include the cost of personal property, or the expense for land acquisition, attorneys, architects, and financing.

(e) "Consumer goods" means articles or commodities that directly satisfy human wants or desires, and which are capable of use without further processing (for example, clothing, food, furniture, floor covering, household appliances, motor vehicles, etc.). They are distinguished from capital goods (for example, dynamos, industrial ovens, generators, etc.). They are distinguished also from production goods that satisfy wants only indirectly as factors in the production of other articles or commodities (for example, machine tools, heavy duty presses, etc.).

(f) "Damage restoration" means restoring to substantially the same size and condition on the same site, any building, structure, or project which has been damaged by storm, fire, flood, or other disaster, or by act of God, or act of war.

(g) "Maintenance and repair" means such work as is necessary to keep a building, structure, or project in sound working condition or to rehabilitate a building, structure, or project or any portion thereof, when the same has been rendered unsafe or unfit for service by wear and tear, or other similar causes. The term does not include any building operation or job where substantial structural alterations or changes in design are made.

(h) "Office building" means any building the principal use of which is to provide office space or office facilities, regardless of whether it is designed for the exclusive or partial use of its owner or is to be used commercially and rented to prospective tenants, including buildings for use by government agencies. The size of the building is not a determinative factor in deciding whether a building is an office building as the term includes both one-story and multi-storied structures; but the term does not include a private residence with incidental office space located therein for the use of the occupant.

(i) "Hotel" means either or both an establishment furnishing sleeping accommodations for transient guests, or an establishment classified as a hotel under applicable State, municipal, or other local law.

(j) "Calculated floor area" means the total floor area measured to the outside surfaces of exterior walls, including finished habitable attics and basement rooms, stairhalls, and closets, but excluding foundations, unfinished and nonhabitable portions of basements, garages, unfinished attics, open porches, balconies, and terraces.

SEC. 4. *Prohibited construction.* (a) (1) Except as permitted in section 5 of this order, or pursuant to an adjustment or exception granted under section 11 of this order, after midnight October 26, 1950, no person shall commence construction of any building, structure, or project to be used for, or in connection with, any of the purposes specified, as set forth in section 15 of this order.

(2) Since October 26, 1950, the National Production Authority has issued exceptions to permit the commencement of construction of specific buildings, structures, or projects of the type prohibited by section 15 of this order. All such exceptions granted prior to January 13, 1951, will cease to be effective 120 days after the date of issuance, unless construction has been commenced within that time; and construction of any such building, structure, or project may not be commenced thereafter without a further authorization from the National Production Authority.

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U. S. DEPARTMENT OF COMMERCE
NATIONAL PRODUCTION AUTHORITY

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter VI—National Production Authority, Department of Commerce

[NPA Order M–47A]

M–47A—USE OF IRON AND STEEL, COPPER, AND ALUMINUM IN CERTAIN CONSUMER DURABLE GOODS AND RELATED PRODUCTS

This order is found necessary and appropriate to promote the national defense and is issued pursuant to the Defense Production Act of 1950. In the formulation of this order, there has been consultation with industry representatives, including trade association representatives, and consideration has been given to their recommendations. However, consultation with representatives of all trades and industries affected has been rendered impracticable due to the necessity for immediate action and because the order affects a large number of different trades and industries.

Sec.

1. Purpose.
2. Definitions.
3. Application of this order.
4. Use of metal products in consumer durable goods and related items.
5. Exemptions.
6. Seasonality.
7. Effect on other orders and regulations.
8. Applications for adjustment or exception.
9. Records and reports.
10. Communications.
11. Violations.
12. Superseder of Amendment 1 to NPA Order M–47.

AUTHORITY: Sections 1 to 12 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply sec. 101, Pub. Law 774, 81st Cong.; sec. 101, E. O. 10161, Sept. 9, 1950, 15 F. R. 6105; 3 CFR, 1950 Supp.; sec. 2, E. O. 10200, Jan. 3, 1951, 16 F. R. 61.

SECTION 1. *Purpose.* The purpose of this order is to limit the use of iron and steel, copper, and aluminum in the manufacture and assembly of specified items of consumer durable goods and certain related products. Because large amounts of these metals must be used for defense and defense supporting activities, only limited amounts remain available for production of the items covered by this order. This order is, therefore, necessary to promote an equitable distribution of these metals, and of parts made therefrom, among manufacturers and assemblers of such items.

SEC. 2. *Definitions.* As used in this order:

(a) "Person" means any individual, corporation, partnership, association, or any other organized group of persons, and includes any agency of the United States or any other government.

(b) "Base period" means:

(1) As to items included in list A set forth below, except as otherwise provided in section 6 of this order, the 6-month period ending June 30, 1950.

(2) As to items included in list B set forth below, the 3-month period ending March 31, 1951.

(c) "Manufacture" means to put into process, machine, fabricate, or otherwise alter materials by physical or chemical means.

(d) "Metal product" means any of the following:

(1) The iron and steel products listed in table I of NPA Order M–1, as amended, hereinafter referred to as "iron and steel products."

(2) The forms and products of copper or copper-base alloys listed in section 2 of NPA Order M–11, hereinafter referred to as "copper products." The term "copper products" includes copper powder.

(3) The aluminum forms and products listed in section 2 of NPA Order M–5, as amended, hereinafter referred to as "aluminum products."

(e) "Third quarter" means the calendar quarter commencing July 1, 1951.

(f) "Item" means the various products included in the listing following each Arabic numeral in list A or list B set forth below, except as otherwise provided in the initial paragraph of section 4 of this order.

(g) "Part" means any part or component made wholly or partly from a metal product, and includes partially fabricated material which lost its identity as a metal product prior to its acquisition by the manufacturer or assembler of an item.

SEC. 3. *Application of this order.* This order applies to a person who uses any metal product or part made wholly or partly therefrom in the manufacture or assembly of any item in list A or list B set forth below. This order also applies to any person who manufacturers parts specifically designed for any item in list A or list B, to the extent that such part may contain copper or aluminum used for ornamental or decorative purposes. This order does not apply to the production of metal products.

SEC. 4. *Use of metal products in consumer durable goods and related items.* The provisions of this section shall apply separately to iron and steel products, to copper products, and to aluminum products. However, in computing the permitted and base-period use or rate of assembly of copper products, aluminum products, or parts containing either such material, all items on list A shall be considered a single item, and all items on list B shall be considered a single item, except for the purposes of the second alternative limitation under paragraph (b) of this section. In computing use or rate of assembly during the base period of copper products, aluminum products, or parts containing either such material, as to items on list B, no use or rate of assembly may be considered to the extent that it may have exceeded the use or rate of assembly permitted by any applicable NPA order. Subject to the exemptions stated in section 5 of this order, or unless specifically authorized in writing by the National Production Authority, the following provisions shall apply to the use of metal products or parts in the manufacture or assembly of items in list A or list B:

(a) No person shall use during the third quarter, in the manufacture of any item, a total quantity by weight of any metal product in excess of his use of such material in such manufactured item during the applicable base period, multiplied by the applicable percentage rate specified by paragraph (c) of this section. However, if such person used a metal product in the manufacture of one or more units of a part for an item during the applicable base period, and uses one or more purchased units of that part containing such material in such item during the third quarter, he shall include the weight of such metal product used in the manufacture of each such part, whether by himself or another, in computing his use of such metal products during the applicable base period and during the third quarter. Paragraph (b) of this section shall also apply to any person subject to this paragraph, to the extent that he assembles in his manufactured item purchased parts which he did not manufacture in the base period.

(b) Except as to parts subject to the second sentence of paragraph (a) of this section, any person who uses purchased parts in the assembly of an item during the third quarter shall, as to such item, comply with one of the following limitations as to parts containing a metal product, which limitations shall apply separately as to each metal product:

(1) He shall not use a number of units of any part containing such metal product in excess of the number of units of such part which he used during the applicable base period, multiplied by the applicable percentage rate specified by paragraph (c) of this section.

(2) He shall not assemble a number of units of an item containing such metal product in excess of the number of units of such item which he assembled during the applicable base period, multiplied by the applicable percentage rate specified by paragraph (c) of this section.

(3) He shall not use a total quantity by weight of all such parts containing such metal product in excess of his use by weight of all such parts during the applicable base period, multiplied by the applicable percentage rate specified by paragraph (c) of this section. Such weight shall be computed upon the weight of the metal product content of the parts as used. Any person complying with this limitation may increase his permitted use of any metal product for

for such product for the third quarter. (The term "end-product" shall not include any product normally incorporated as a part, component, or sub-assembly of any other product whether or not such other product is included in any item in list A or list B of this order.) However, this item shall not include any product covered by NPA Order M-68.

IX. Accessories

1. Accessories for any single item in this list A shall constitute a separate item for the purposes of this order, and shall also be an item separate from the item to which it is an accessory.

2. Automobile accessories including but not limited to radio-antennae, heaters, defrosters, lighters, curb feelers, radiator ornaments, etc.

NOTE: With respect to items in this list A, an "accessory" shall mean any product not specifically listed in list A or list B which is used with or attachable to an item described in this list A or to a "passenger car" as defined in NPA Order M-68, and which is generally known in the trade as an "accessory".

LIST B

1. Pails, ash and garbage cans (except shipping containers), household buckets, washing tubs and tub covers; spray guns (except paint-spraying equipment and agricultural sprays).

2. Household furniture predominantly of wood materials (including upholstered furniture) using less than 5 percent of iron and steel parts by weight, not including weight of joining hardware; wood beds with metal bedrails.

3. Dual-purpose sleeping equipment.

4. Furniture and fixtures designed for medical, dental, and hospital use (medical, dental, and hospital specialties).

5. Partitions and shelving specially designed for factory use.

6. Furniture and cabinet hardware, including casters, caster cups, glides and floor protective devices; and casket and casket shell hardware.

7. Baby carriages, walkers, and strollers.

8. Hospital specialty cooking and kitchen utensils.

9. Sewing machines, household.

10. Farm food freezers over 13 cubic feet.

11. Safety and traffic control signs and markers.

12. Incandescent hand portable lighting equipment (such as flashlights, lanterns, miners' and emergency warning hand portable lights); nonelectric lighting equipment, civilian type (such as: carbide, gasoline, and kerosene lamps and lanterns; nonelectric lighting equipment parts and accessories; and nonelectric lighting reflectors); lamp components, including cold cathode fluorescent lamp electrodes, electric lamp bases, and all electric lamp components except bulb blanks.

13. Domestic electric automatic controls for air conditioning, heating, and refrigeration.

14. Bottling machinery (except dairy).

15. Beauty and barber shop equipment (except products included in list A) such as: cold waving end wraps, processing caps and rods, hair clippers, lather mixers, permanent waving equipment and supplies, and manicure implements.

16. Clocks, clock cases, watches, and watchcases, including movements and parts (except: products and parts not designated by an asterisk (*) in Product Class 3871 of the Official CMP Class B Products List).

17. Safety razors, blades, and blade magazines.

18. Electric soldering irons, heating pads, and electric dry shavers.

19. Electric fans (except industrial) other than types and sizes included in list A.

20. Home workshop machine tools and home woodworking machinery.

21. Stationery tablets, greeting cards, and related products; library and loose-leaf binders; lead pencils; pens, mechanical pencils, and pen points; paper clips; hand stamps; marking branding irons; marking dies; stamping and inking pads; stencil marking devices; and rubber and metal stamps.

22. Flat glass, except plate and sheet.

23. Brooms and brushes (except for types used in electric motors and generators).

24. Buttons and button parts (only machine-attached tack buttons, and rivets and burrs for the work clothing industry.)

25. Horse-drawn buggies, sleighs, and sulkies.

26. Vacuum bottles and jugs, one quart and under (other than silverware and plated ware type); lunch boxes for industrial and school use.

27. Accessories for any single item in this list B shall constitute a separate item for the purposes of this order, and shall also be an item separate from the item to which it is an accessory.

NOTE: With respect to items in this list B, an "accessory" shall mean any product not specifically listed in list A or in list B is used with or attachable to an item described in this list B and which is generally known in the trade as an "accessory."

GPO—Com NPA 1812—p. 4

U. S. DEPARTMENT OF COMMERCE
NATIONAL PRODUCTION AUTHORITY

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter VI—National Production Authority, Department of Commerce

[NPA Order M–74]

M–74—USE OF COPPER AND COPPER-BASE ALLOY IN CONSTRUCTION MATERIALS

This order is found necessary and appropriate to promote the national defense and is issued pursuant to the authority granted by section 101 of the Defense Production Act of 1950. In the formulation of this order, consultation with industry representatives has been rendered impracticable due to the necessity for immediate action.

Sec.
1. What this order does.
2. Definitions.
3. Restrictions on use of copper.
4. Applications for adjustment or exception.
5. Records.
6. Audit and inspection.
7. Reports.
8. Communications.
9. Violations.

AUTHORITY: Sections 1 to 9 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply sec. 101, Pub. Law 774, 81st Cong.; sec. 101 E. O. 10161, Sept. 9, 1950, 15 F. R. 6105, 3 CFR, 1950 Supp.; sec. 2, E. O. 10200, Jan. 3, 1951, 16 F. R. 61.

SECTION 1. *What this order does.* The purpose of this order is to conserve copper and copper-base alloys so as best to serve the interests of national defense and essential civilian requirements. It prohibits the use by a manufacturer or assembler of copper or copper-base alloy, or component parts made therefrom, in the manufacture or assembly of certain items.

SEC. 2. *Definitions.* As used in this order:

(a) "Person" means any individual, corporation, partnership, association, or any other organized group of persons, and includes any agency of the United States or any other government.

(b) "Manufacture" means to put into process, machine, incorporate into products, fabricate, or otherwise alter the forms and products of copper defined in paragraph (c) of this section by physical or chemical means, and includes the use of copper in plating.

(c) "Copper and copper-base alloy" means the following forms and products of copper:

(1) *Unalloyed copper.* (It includes electrolytic copper, fire refined copper, and all unalloyed copper in any form including scrap.)

(2) *Copper-base alloy.* Any alloy, the composition of which the percentage of copper metal by weight equals or exceeds 40 percent of the total weight of the alloy. (It includes fired or demilitarized cartridge cases and artillery cases and all copper-base alloys as specified above in any form, including scrap.)

(3) *Brass mill products.* Copper and copper-base alloys in the following forms: sheet, plate, and strip in flat lengths or coils; rod, bar, shapes, and wire, except copper wire mill products; and seamless tube and pipe. Straightening, threading, chamfering and cutting to width and length, and reduction in gage, do not constitute changes in form of brass mill products except as determined by NPA. The following related products which have been produced by a change in form of brass mill products are not included in the definition of brass mill products:

Circles.
Discs.
Cups.
Blanks and segments.
Forgings.
Welding rod, 3 feet or less in length.
Rotating bands.
Tube and nipples—welded, brazed, or mechanically seamed.
Formed flashings.
Engravers' copper.

(4) *Copper wire mill products.* Bare wire, insulated wire and cable whatever the outer protective coverings may be, and uninsulated wire and cable, where the conductors are made from copper, copper-base alloy, or copper-clad steel, containing over 20 percent copper by weight. All copper wire mill products should be measured in terms of pounds of copper content.

(5) *Foundry copper products and copper-base alloy products.* Cast copper and copper-base alloy shapes or forms suitable for ultimate use without remelting, rolling, drawing, extruding, or forging. (The process of casting includes the removal of gates, risers, and sprues, and sandblasting, tumbling, and dipping, but does not include any further machining or processing.)

SEC. 3. *Restrictions on use of copper.* Commencing on July 1, 1951, no person shall use copper or copper-base alloy, as defined in section 2 of this order, or any component or part made therefrom in the manufacture or assembly of any item included in the attached List A except as permitted therein.

SEC. 4. *Applications for adjustment or exception.* Any person affected by any provision of this order may file with NPA a request for adjustment or exception upon the ground that such provision works an undue or exceptional hardship upon him not suffered generally by others in the same trade or industry or that its enforcement against him would not be in the interests of national defense or in the public interest. In considering requests for adjustment which claim that the public interest is prejudiced by the application of any provision of this order, consideration will be given to the requirements of public health and safety, civilian defense, and dislocation of labor and resulting unemployment that would impair the defense program. Each such request shall be in writing and shall set forth all pertinent facts, the nature of the relief sought, and the justification therefor.

SEC. 5. *Records.* Each person participating in any transaction covered by this order shall retain in his possession for at least 2 years records of receipts, deliveries, inventories, and use, in sufficient detail to permit an audit that determines for each transaction that the provisions of this order have been met. This does not specify any particular accounting method and does not require alteration of the system of records customarily maintained, provided such records supply an adequate basis for audit. Records may be retained in the form of microfilm or other photographic copies instead of the originals.

SEC. 6. *Audit and inspection.* All records required by this order shall be made available at the usual place of business where maintained for inspection and audit by duly authorized representatives of NPA.

SEC. 7. *Reports.* Persons subject to this order shall make such records and submit such reports to NPA as it shall require, subject to the terms of the Federal Reports Act of 1942 (5 U. S. C. 139–139F).

SEC. 8. *Communications.* All communications and reports concerning this order shall be addressed to National Production Authority, Washington 25, D. C., Ref: M–74.

SEC. 9. *Violations.* Any person who wilfully violates any provision of this order or any other order or regulation of NPA or who wilfully conceals a material fact or furnishes false information in the course of operation under this order is guilty of a crime and, upon conviction, may be punished by fine or imprisonment or both. In addition, administrative action may be taken against such person to suspend his privilege of making or receiving further deliveries of materials or using facilities under priority or allocation control and to deprive him of further priorities assistance.

NOTE: All reporting and record-keeping requirements of this order have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

This order includes List A hereto attached and shall take effect on July 1, 1951.

NATIONAL PRODUCTION AUTHORITY,

MANLY FLEISCHMANN,
Administrator.

GPO—Com NPA 2—p. 1

Table 2

The use of copper or copper-base alloys, or any component or part made therefrom, in the items listed below is prohibited except to the extent permitted in the list.

Bands on pipe insulation.
Chimneys and flues.
Conduits (except instrument assemblies).
Door sills.
Door frames (not including hardware and attachments).
Doors (not including hardware and attachments).
Drains (except strainer grids for showers and urinals).
Drip pans.
Escutcheons and plates for floor, ceiling, and wall use.
Fittings for underfloor raceway systems.
Gratings.
Grounds (except for flooring in hospital operating rooms and anesthesia rooms, for places where explosives are handled or stored, and for places where explosive vapors may be present).
Grilles and shields, including fresh air inlet boxes and radiator and convector enclosures.
Lavatory legs (except for hospital use).
Louvers.
Ornamental metal work; including grille work, railings, and fittings.
Radiator covers and shields.
Railings and fittings.
Reglets, molding, and trim.
Skylights.
Straps and hangers for pipe supports.
Switch plates.
Traps (except tube traps in 20-gage without cleanouts; except traps cast from secondary metal; except brass plates for cast iron drum traps).
Thresholds and saddles.
Unit heaters, unit ventilators, unit ventilator inlet wall boxes and convectors, and blast heating coils, or any apparatus using such coils as part of its construction (except for valves, controls, fins, bearings, or parts necessary for conducting electricity, and for water or steam courses and headers).
Valve handles (except plumbing fixture trim).
Ventilators (except for current carrying parts).
Vents.
Window frames (not including butts, hinges, and hardware).
Window sills (not including butts, hinges, and hardware).

RECEIVED
JUL 3 1951
FOR FILING

July 3, 1951

National Production Authority
Portland District Office
Department of Commerce
217 Old U. S. Courthouse
520 S. W. Morrison Street
Portland 4, Oregon

Attention: Mr. Ralph Sullivan
District Manager

Gentlemen:

Under date of May 29, 1951, application was made to your office for priority assistance in obtaining sheet spring bronze for weather stripping for the windows for the new State Highway Office Building. To date we have heard nothing from your office concerning this matter and would appreciate your advice.

Very truly yours,

R. H. Baldock
State Highway Engineer

OSP:gs

RECEIVED
JUL 9 1951
FOR FILING

24-3451
325a

July 5, 1951

Request for extension of time
No. 7
July 16 and 17 meeting.

State Highway Commission

Gentlemen:

Re: State Highway Office Building
Contract No. 3250
Sound Construction & Engineering Co.

Herewith contractor's request for a second extension of time, from May 31, 1951 to June 18, 1951, covering the completion of the work on the State Highway Office Building.

In the first extension it was specified that the contractor reimburse the State for one half the cost of the steam used in heating the building during construction and that the contractor reimburse the State for contracting costs incurred after the completion date of February 8, 1951.

The State took possession of the building on June 1 and started moving in. For this reason it is recommended that the second time extension, from May 31 to June 18, be granted without further penalty, but that the penalties assessed under the first extension remain as set forth therein.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
OSP:gm

RECEIVED
JUL 12 1951
FOR FILING

24 - 3451
2250

DEPARTMENT OF COMMERCE
NATIONAL PRODUCTION AUTHORITY
WASHINGTON 25

June 28, 1951

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Williams:

I acknowledge receipt of your letter of May 29, addressed to our Portland District Office in which priority assistance is requested for the procurement of sheet spring bronze to be used in weather stripping the windows of the new State Highway Office Building, Salem, Oregon.

On May 24, 1951, the Facilities Bureau was designated claimant to review and appraise material requirements for construction purposes and I am, therefore, transmitting your letter to that Office where I am sure it will receive prompt and appropriate attention.

Sincerely yours,

Thomas Burke
Director, Government and Public
Service Division
Office of Civilian Requirements

RECEIVED
JUL 9 - 1951
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUL 5 1951
FOR FILING

SOUND CONSTRUCTION & ENGINEERING CO.

ESTABLISHED 1910

GENERAL CONTRACTORS

1300 ALOHA STREET

SEATTLE 9, WASHINGTON

TELEPHONE
SENECA 8333

June 26, 1951

Copy to Porter 6-28-51.

24-3457

325

Oregon State Highway Commission
Salem, Oregon

Re: State Highway Office Building

Gentlemen: Attn: Mr. W. C. Williams
Assistant State Highway Engineer

In accordance with your letter of June 21, 1951 we have transmitted under separate cover proper forms requesting an extension of time under above contract.

We hereby agree to pay when rendered your proposed invoice of $2,443.87 as reimbursement for State of Oregon engineer costs for time extension.

Yours very truly,

SOUND CONSTRUCTION & ENGINEERING CO.

By W R Johnston
W. R. Johnston

WRJ:es
cc: Acctg.Dept.
File

RECEIVED

RECEIVED
JUL 1951
FOR FILING

SOUND CONSTRUCTION & ENGINEERING CO.

ESTABLISHED 1910

GENERAL CONTRACTORS

1300 ALOHA STREET

SEATTLE 9, WASHINGTON

TELEPHONE
SENECA 8333

24-3451

3250

June 26, 1951

Copies to Mr. Devers + Mr. Paton - 6-28-51

Oregon State Highway Commission
Salem, Oregon

Re: State Highway Office Building
Contract No. 3250.

Gentlemen:

Attn: Mr. W. C. Williams
Assistant State Highway Engineer

In accordance with your letter of June 21, 1951 we hereby agree with your proposal to issue a supplemental agreement to us withholding $10,000.00 from our payment under above contract until the work, as outlined in your above letter, is completed.

May we take this opportunity to thank your organization for the help and cooperation received in completing the construction of our contract.

Yours very truly,

SOUND CONSTRUCTION & ENGINEERING CO.

By W. R. Johnston
W. R. Johnston

WRJ:es
cc: File

RECEIVED
JUN 1951
FOR FILING

24-3451

3250

Salem, Oregon
June 21, 1951

Mr. J. H. Devers
Chief Counsel
O f f i c e

Dear Sir:

Our final inspection of the State Highway Office Building was made on June 18th and disclosed that the following items were yet to be done before the building was complete in accordance with the terms of the contract.

1. Furnish and install bronze weather stripping for all windows having opening sash.

2. Replace 30 pair of steel bronze-plated door knobs and escutcheon plates with cast bronze units in accordance with the contract.

3. Replace cracked glass Type "A" lighting fixtures in Rooms 329 and 334 and complete the installation of Type "A" lighting fixtures on the fifth floor, requiring approximately 60 additional units.

4. Supply and place Type "E" glass covers on the second and third floors in the stair-door lights.

5. Supply and place lighting fixtures in basement corridors.

6. Furnish and install 2 "Twindow" units in the south partition of Room 320.

We are proposing to enter into a supplemental agreement with the Sound Construction and Engineering Company whereby they agree to the withholding of $10,000 from the final estimate to cover the cost of the above items. This $10,000 is to be paid them when the items are complete. We would final out and close the books on the original contract on the building, Contract No. 3250.

The foregoing items cannot be completed at this time because materials are not available and the work will have to be done when these materials do become available at some time in the future.

It would be appreciated if you would make up a supplemental agreement covering this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CHPgn
cc G. S. Paxson

RECEIVED
FOR FILING

24-3451

3250

June 21, 1951

Sound Construction and Engineering Co.
1300 Aloha Street
Seattle 9, Washington

Gentlemen:

Re: State Highway Office Building

An inspection was made on June 18th of the subject building in Salem, Oregon, which is covered by your contract with the Oregon State Highway Commission No. 3250. This inspection disclosed that the following items were yet to be done to complete the building in accordance with the contract.

1. Furnish and install bronze weather stripping for all windows having opening sash.

2. Replace 30 pair of steel bronze-plated door knobs and escutcheon plates with cast bronze units in accordance with the contract.

3. Replace cracked glass Type "A" lighting fixtures in Rooms 329 and 334 and complete the installation of Type "A" lighting fixtures on the fifth floor, requiring approximately 60 additional units.

4. Supply and place Type "H" glass covers on the second and third floors in the stair-door lights.

5. Supply and place lighting fixtures in basement corridors.

6. Furnish and install 2 "Twindow" units in the south partition of Room 320.

Other than the above items, the structure is complete and in accordance with the contract, and we propose to accept the building with these exceptions subject however to the requirement that the contractor be responsible for faulty materials and workmanship, as provided in Article 15 of the general conditions of the contract.

Our State law prevents us from making payments in excess of 97% of the total amount of any contract until the contract is complete and accepted by the Highway Commission. Rather than hold this 3% of the total value of the contract until the items listed above can be completed, we propose to enter into a supplemental agreement with you under which you agree to the withholding of $10,000 from the final payment, which $10,000 will be paid to you when work enumerated above is complete. Under this arrangement we can final out our contract No. 3250 and treat the additional work to be done as a separate matter.

Please advise whether this procedure is satisfactory to you. Our next Highway Commission meeting is on July 16-17 and we would like definite advice from you so that the matter can be presented to the Commission at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CSPgm
cc C. A. Paxson

RECEIVED
JUN 21 1951
FOR FILING

24-3451

3250

June 21, 1951

Sound Construction and Engineering Co.
1300 Alcha Street
Seattle 9, Washington

Gentlemen:

Re: State Highway Office Building

The time extension granted by the Commission some time ago ran until May 31st. Our final inspection of the building for conditional acceptance was made on June 18th. In order to clear the record a second time extension from June 1st to and including June 18th will be necessary. The forms for making this application were handed to you here in Salem some time ago. Will you please fill them out and get the consent of your surety and return them to this office.

The original time extension was made subject to the condition that you pay one-half of the cost of heating the building from February 8th until the end of the time extension. You were also to reimburse the State for engineering costs subsequent to February 8th. The amount of these charges is as follows:

Heat	$ 711.07
Engineering	1,732.80
Total	$2,443.87

Rather than show these deductions on the final estimate we will invoice you directly for them.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CEPgn
cc C. E. Parson

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AUG 17 1951
FOR FILING
FORM E-30X SSH 9-51 47199

24-3451

3250

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1951

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
O f f i c e

Dear Sir:

The State Highway Building will be completed this coming week with the exception of two or three items for which material is not now available. Under the contract the contractor is responsible for any faulty material or workmanship for a period of one year after acceptance of the building. In order to establish a date at which this one-year period will begin, I would suggest that we make our final inspection not later than the week beginning June 18.

In accepting the building, we will have to hold back sufficient money to cover the items for which the material is not available, and require the contractor to return and install these when the material does become available. This material is principally the spring bronze weather stripping of the windows and the replacement of plate doorknobs and rosettes with cast bronze material as specified. The contractor is now installing the plated material so that the doors can be used during the time cast iron is not available. The amount withheld will be approximately $10,000.

I have talked to Mr. Devers concerning this, and it is his idea that we should final out the present contract subject to the contractor entering into a supplemental agreement with us agreeing to the withholding of enough money to cover the work yet to be done and agreeing to return and do the work when the materials are available.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

RECEIVED
JUN 8 - 1951
FOR FILING

24 345 1

June 6, 1951

Mr. Ralph W. Sullivan, District Manager
Portland District Office
U. S. Department of Commerce
217 Old U. S. Courthouse
520 S. W. Morrison Street
Portland 4, Oregon

Attention: Mr. James E. Maxwell
Business Economist

Dear Sir:

In accordance with your request of June 5, we are attaching a copy of request of May 29, 1951, for priority assistance in obtaining spring bronze for weather stripping of the windows of the new State Highway Building in Salem, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GM
cc C. A. Gardner

Encl.

U. S. DEPARTMENT OF COMMERCE
BUREAU OF FOREIGN AND DOMESTIC COMMERCE
FIELD SERVICE

PORTLAND DISTRICT OFFICE
217 OLD U. S. COURTHOUSE
520 SOUTHWEST MORRISON STREET
PORTLAND 4, OREGON

June 5, 1951

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams, Asst. State Highway Engineer

Gentlemen:

Please forward copy of request of May 29, 1951, for

Priority Assistance.

Your prompt attention to this matter will be greatly

appreciated.

Very truly yours,

Ralph W. Sullivan
District Manager

James E. Maxwell

James E. Maxwell
Business Economist

JEM:hcd

RECEIVED

RECEIVED
MAY 31 1951
FOR FILING

2250

May 29, 1951

National Production Authority
Portland District Office
Department of Commerce
217 Old U. S. Courthouse
520 S. W. Morrison Street
Portland 4, Oregon

Attention: Mr. Ralph Sullivan
District Manager

Gentlemen:

Reference is made to our recent telephone conversation and your letter of May 15, 1951, concerning priority assistance for sheet spring bronze for weather stripping of the windows of the new State Highway Office Building in Salem, Oregon.

N.P.A. Order No. M-12, which accompanied your letter of May 15, prohibits the use of copper alloy material for weather stripping. The windows in this structure have bronze sash of the same type as used in the State Capitol Building, the State Library Building, and the Public Service Building, which are completed buildings in the State Capitol Group.

The contract for the State Highway Building was awarded to Sound Construction Company of Seattle, Washington, on November 8, 1949, and the window sash were delivered and in place prior to the N.P.A. order restricting the use of copper alloy in window stripping. The material for the window stripping, however, was not delivered until after this order became effective and, consequently, is not available without priority assistance.

The State has an investment of approximately $1,600,000 in this building. The windows without weather stripping will leak, and there is every probability of substantial damage to the interior of the structure unless the installation can be made. We have given considerable thought to the substitution of stainless steel for the spring bronze as shown on the original design, but it appears that the minimum thickness of stainless steel is too great to permit its use in the sash as now installed.

The quantity of material for this window stripping is small, and we feel that, for the preservation of the structure now substantially complete, favorable consideration should be given toward priority assistance in obtaining this material. The building has 300 sash 7'-10" x 6'-6" in dimension and will require 3,300 square feet of hard, resilient bronze sheet 0.003 to 0.005 inch in thickness to make up the required weather stripping. The value of this bronze sheet before manufacturing into the stripping is approximately $490.

Sound Construction & Engineering Co., the prime contractor, placed their order dated November 8, 1949 for the complete sash frames with Steel Products, Incorporated, 1420 West Galer Street, Seattle 99, Washington, who, in turn, placed their Purchase Order 2602 dated July 5, 1950, with Central Metal Weatherstrip Company, 4343 North Westlake Avenue, Chicago 18, Illinois, for the bronze weather stripping.

The sash frames are installed in the building and all work on the building is practically complete at this time. It is expected that the building will be occupied by not later than June 15, 1951. While there is little danger of any extended damage to the interior of the building which would result because of the weather stripping not being in place before the winter rains and winds set in, the strips should be in place by September 15 of this year.

Steel Products, Incorporated, advise that the weather stripping was not delivered to them prior to the effective date of your Order M-12, and while they have no definite statement from the Central Metal Weatherstrip Company, they have assumed that the latter company was following the instructions of Order M-12 in not shipping the material.

Inasmuch as Order M-12 was very definite in not permitting the manufacture or delivery of the weather stripping subsequent to the effective date of Order M-12 without a priority certification, which they did not have, Steel Products, Incorporated, did not contact other possible suppliers.

Considerable study and investigation into the possible use of stainless steel as a substitute for the bronze stripping has been made. In so far as we are able to determine, stainless steel is not rolled any thinner than 0.010 inch. Material of this thickness will not form to the shapes required by the sash frames. We know of no other material that will meet the required needs. Used material is out of the question because of the special design of the sash frame and weather stripping.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gs
cc G. S. Pearson

RECEIVED
JUN 7 - 1951
FOR FILING

SOUND CONSTRUCTION & ENGINEERING CO.

ESTABLISHED 1910

GENERAL CONTRACTORS

1300 ALOHA STREET

SEATTLE 9, WASHINGTON

TELEPHONE
SENECA 8333

May 31, 1951

3250

Oregon State Highway Commission
Salem
Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

We have signed and are returning herewith your letter of May 28, 1951 with the understanding that the Highway Commission will assume the insurance on the State Highway Office Building at 12:00 p.m. on June 4, 1951.

Yours very truly,

SOUND CONSTRUCTION & ENGINEERING CO.

By W R Johnston
W. R. Johnston

WRJ:es
cc: File
Enc.

RECEIVED
1951
FOR FILING

24-3451

3250

8.0
5/24

May 23, 1951

Sound Construction & Engineering Company
1300 Alaska Street
Seattle, Washington

Attention: Mr. W. H. Johnson

Gentlemen:

The State Highway Office Building in Salem, which you are building under our Contract No. 3250, while not completed, is in such condition that we can occupy it. We propose to start moving in on June 1. Prior to occupying any room or rooms our inspection will be made, and a list of work yet to be done or of material to be furnished or replaced will be made and given to your superintendent. Occupancy of such room or rooms shall not constitute acceptance of the building as a whole nor waiver of the obligation of the contractor to complete the building as called for on the plans and in the specifications nor shall it in any way modify the requirement that the contractor be responsible for faulty materials or workmanship as provided in Article 15 of the "General Conditions of the Contract."

The contractor waives any claim for additional compensation due to inconvenience or interference with his operations occasioned by the moving in and the use and occupancy of the building, or parts thereof, prior to the completion of his work. The State accepts responsibility for any damage done to the building in moving in or in its use and occupancy.

This letter is sent you in duplicate. Please endorse one copy, signifying acceptance of the conditions set forth herein, and return to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

CSP:gs

APPROVED

SOUND CONSTRUCTION & ENGINEERING CO.

By _____

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

May 28, 1951

Sound Construction & Engineering Company
~~1300~~ Aloha Street
Seattle, Washington

Attention: Mr. W. R. Johnson

Gentlemen:

The State Highway Office Building in Salem, which you are building under our Contract No. 3250, while not completed, is in such condition that we can occupy it. We propose to start moving in on June 1. Prior to occupying any room or rooms our inspection will be made, and a list of work yet to be done or of material to be furnished or replaced will be made and given to your superintendent. Occupancy of such room or rooms shall not constitute acceptance of the building as a whole nor waiver of the obligation of the contractor to complete the building as called for on the plans and in the specifications nor shall it in any way modify the requirement that the contractor be responsible for faulty materials or workmanship as provided in Article 15 of the "General Conditions of the Contract."

The contractor waives any claim for additional compensation due to inconvenience or interference with his operations occasioned by the moving in and the use and occupancy of the building, or parts thereof, prior to the completion of his work. The State accepts responsibility for any damage done to the building in moving in or in its use and occupancy.

This letter is sent you in duplicate. Please endorse one copy, signifying acceptance of the conditions set forth herein, and return to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

APPROVED

SOUND CONSTRUCTION & ENGINEERING CO.

By W R Johnson

RECEIVED
MAY 23 1951
FOR FILING

24-3451

3250

8-0

May 22, 1951

Oregon State Highway Commission

Gentlemen:

It appears that the State Highway building will be ready for occupancy on or about June 1. There is minor work remaining to be done, such as installation of some hardware which has not been received, cleanup of the grounds, and minor finishing work, all of which work can be done without interference.

Inasmuch as occupancy of the building may be considered as acceptance of the work in general, not including the minor uncompleted items, it will be necessary that you approve tentative acceptance of the building now contingent upon completion of necessary work. We will, of course, withhold three per cent of the cost of the building until final completion and final acceptance.

This item will be on the agenda this week.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me

RECEIVED
MAY 23 1951
FOR FILING

24-8451
3352

May 21, 1951

Mr. Chas. Reynolds
State Highway Commissioner
La Grande, Oregon

Dear Sir:

Attached hereto is a sheet showing the revised cost estimate of the State Highway Office Building in Salem, as of May 22, 1951. There are two or three items, such as change orders pending, engineering costs, and landscaping, which may be subject to minor changes before the project is complete. We have every expectation, however, of keeping within the original authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:gm
Attached

Revised Cost Estimate

STATE HIGHWAY OFFICE BUILDING

May 22, 1951

Right of Way		$ 246,881.00
Contract Amount	$1,999,931.00	
Change Orders 1 to 7	23,758.47	
Change Orders Pending	4,000.00	
Est. Contract Payment		1,627,689.47
Architect's Fee @ 6%		97,661.37
Engineering ($8,000 - $1500 penalty)		6,500.00
Landscaping		20,000.00
Intercommunication System		9,716.65
Counters and Fixed Cabinets		6,273.00
TOTAL ESTIMATED COST		$2,014,721.49

Original Authorization	$2,036,807.86
Anticipated Underrun	$ 22,086.37

RECEIVED
MAY 21 1951
FOR FILING

24-3451
325a

May 18, 1951

Mr. Chas. H. Reynolds
State Highway Commissioner
La Grande, Oregon

Dear Mr. Reynolds:

This is in answer to your letter of May 16, addressed to Mr. Pearson and concerning the value of items of those portions of the new building which are to be excluded in the insurance base.

The cost of the items in your letter are as follows:

Excavation	$21,900
Backfill of Excavation	1,500
Concrete to Ground Level	17,770
Basement Floor and Drainage	11,900
Underground Waste and Water Pipe	12,900
Underground Conduit	3,000
Subtotal	$68,170
Pedestrian Tunnel	19,892
Total	$88,062

The pedestrian tunnel was built and paid for by the Board of Control, and it is really not a part of the Highway Building. There is considerable question in my mind whether we should carry insurance on this tunnel. The total cost of the Highway Building, as will appear on our final records, will not include the cost of the tunnel.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

May 16, 1951

G. S. Paxson, Bridge Engineer
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Glenn:

It is the intention of the Commission to insure the new highway building.

It is desired to exclude the following:

Costs of excavation.
Foundations below grade level.
Concrete floors resting on the ground.
Underground conduits but not excluding electric wiring therein.
Concrete tunnel.

If you could give me these figures at the next meeting, or, if you do not happen to attend, you can give them to Mr. Baldock, it will be appreciated.

Sincerely,

Chas H Reynolds

CHR/vlw

Mr Reynolds has asked Mr Parker to contact ins. Co. and get list of items which should be ~~are~~ exempted from ins coverage. Parker says this list will be in Monday 5/21 eag

RECEIVED
MAY 18 1951
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Form E-1—1084—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 12, 1951

Section Oregon State Highway Building — Kind of work Construction, Building

Highway Block #86 — Section prefix 24-5451

Contractor — Contract number

Date of contract ....., 19..... — Date of completion ....., 19.....

Date work started ....., 19..... — Estimated date of completion ....., 19.....

Amount of contract . . . . . $..... — Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . .%

Our cost to date
Engineering cost to date $ 301.67, ...% — Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party finished setting curb grades in block #86

Checked alignment of sidewalk in above block with alignment of sidewalk in Block #85 (Public Service Bldg.)

Public Service Bldg. sidewalk in error - therefor, sidewalk in Block #86 changed to conform with sidewalk in Block #85.

RECEIVED
MAY 10 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 10 1951
DIVISION ENGINEER
DIVISION NO. 2

State Printing Dept. 41008

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 10 1951
DIVISION ENGINEER
DIVISION NO. 2

State Printing Dept. 41606

RECEIVED
MAY 14 1951
FOR FILING

24-3451
3250

May 11, 1951

Church-Newberry-Roehr
Architects
320 S. W. Stark Street
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of May 9, concerning the weather stripping of the windows in the State Highway Office Building.

We have requested the contractor to furnish us with the necessary information for making an application for priority assistance in obtaining this weather stripping. We do not want to have our building go through a winter without the weather stripping on these windows if it is practicable in any way to obtain material, and before cancelling out the item we want to make another effort to obtain this priority assistance.

Very truly yours,

R. H. Baldock
State Highway Engineer

CHP:gm

Letter of May 9th
in C.A. Gardner's office

Form E-1—1084—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1951

Section Oregon State Highway Building — Kind of work Construction, & Building

Highway Block #86 — Section prefix 24-3451

Contractor — Contract number

Date of contract ....., 19..... — Date of completion ....., 19.....

Date work started ....., 19..... — Estimated date of completion ....., 19.....

Amount of contract . . . . . $..... — Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . .%

Our cost to Date

Engineering cost to date $ 222.71, ...% — Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

BLOCK #86

Party reset stakes for Eastv Summer curb lines. Stakes had been destroyed since they were set last winter. This work requested by Bridge Inspector Nutting & O Kd by Mr Eason.

Friday took curb grades to Nutting as we were too busy to set them for him this week. Simons, Contractor's Eng'r will set enough of the curb grades to keep them busy for a while.

NOTED
B. A. MARTIN

Signed J. F. McGee

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Showers		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 7 1951
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 41606

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FOR FILING
FORM E-901 3M 8-50 42269

24-3451

3250

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. F. B. Crandall
Traffic Engineer

Dear Sir:

Reference is made to your request for counters in your offices in the new building. We have been trying to keep as much of this out of the contract as is possible as the contractors add on such a high percentage that the costs are running out of reason. I would suggest that you make up plans for what you want and take bids from several of the local cabinet shops. We can get this installation at a much more reasonable price in this way than we could through the contractor.

The counters in the Road Drafting room are considerably different than those in the Bridge Drafting room, and you may want something different from either of these. We have a list of the local cabinet makers in our office which you can consult.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:ga
cc W. C. Williams

RECEIVED
MAR
FOR FILING

24-3451

3250

March 21, 1951

Wired Music, Inc.
1203 Equitable Building
Portland 4, Oregon

Attention: Mr. Del von Zeuthen

Gentlemen:

This is to advise acceptance of your offer to increase the number of stations to be installed in the intercommunicating system of the new Highway Office Building by one extra master station and two substations for a total increase in price, including units, cable, labor and all other miscellaneous charges, of $262.75.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

USP:gm
cc G. S. Pearson

RECEIVED
MAR 1 [illegible] 1951
FOR FILING

24-3451

3250

March 12, 1951

Sound Construction & Engineering Co.
1300 Aloha Street
Seattle 9
Washington

Gentlemen:

The State Highway Commission, at its meeting held on February 26, 1951, had under discussion your request for an extension of time of 110 days, from February 8 to May 31, 1951, within which to complete your contract No. 3250 covering construction of State Highway Office Building in Salem, Marion County.

The Highway Commission granted your above request subject to the conditions that your Company reimburse the State for all engineering costs incurred subsequent to February 8, 1951, and that you also reimburse the State for one-half the cost of all steam supplied for temporary heat after the contract completion date of February 8, 1951. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Haven Nutting,
Clerk of the Works

O. S. Paxson,
Bridge Engineer

NOTED ON CARD
3-12-51

RECEIVED
MAR 7 - 1951
FOR FILING

24-3451

3250

March 6, 1951

West Disinfecting Company
1226 S. W. Seventeenth Avenue
Portland, Oregon

Gentlemen:

The method of maintenance and operation of the new State Highway Office Building in Salem has not yet been fully determined. If the building should be operated by the State Highway Commission, it is their intention to install drip machines in the lavatories of the new building of the type which your company is now installing in the office building in Portland.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP/ds

cc G. S. Paxson

RECEIVED
FEB 1 - 1951
FOR FILING

19-245

Telephone
Seneca 8333

SOUND CONSTRUCTION & ENGINEERING CO.

General Contractors

1300 Aloha Street
Seattle 9, Washington

C
O
P
Y

February 22, 1951

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Re: State Highway Office Bldg.
Salem, Oregon

Gentlemen: Attn: Mr. G. S. Paxson

In supplement to our letter of February 14, 1951 this letter is in confirmation with our verbal agreement that we will reinstate the State for 50% of the heating cost and 100% of the cost of engineering and inspection work performed by the State incurred between the specified completion date of February 8, 1951 and the actual experienced completion date; provided there are no further changes made by the architect or owner which would extend that completion date.

Yours very truly,

SOUND CONSTRUCTION & ENGINEERING CO.

(SIGNED) By W. R. JOHNSTON
W. R. Johnston

WRJ:es
cc: File
Job

(Original of this letter is filed in Contract #3250)
In Room 320

RECEIVED
FOR FILING

24-34-1

3250

February 19, 1951

Request for extension of time
No. 10
February 26 and 27 meeting.

State Highway Commission

Gentlemen:

Re: State Highway Office Building,
Contract No. 3250,
Hoard Construction and Engineering
Company, Contractor

Herewith the contractor's request for an extension of time from February 5, 1951 to and including May 31, 1951, in which to complete the work on the State Highway Office Building at Salem. The reasons alleged by the contractor in justification of this extension are as set up in the attached letter.

The contract specifically provides that the State Highway Commission may extend the time subject to the contractor reimbursing the State for all engineering costs incurred subsequent to the expiration of the contract time.

The matter of reimbursement to the State for the cost of heat furnished after the expiration of the contract time has been discussed with the contractor, and he has advised that he will reimburse the State for one half of the heat cost after the contract time expires. It is recommended that the extension be granted subject to these conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

CSP:gs

FILING

14-3451

Telephone
~~Seneca 8333~~

SOUND CONSTRUCTION & ENGINEERING CO.

General Contractors

1300 Aloha Street
Seattle 9, Washington

COPY

February 14, 1951

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Re: State Highway Office Bldg.
Salem, Oregon

Gentlemen:

Transmitted herewith are four copies of our request for an extension to the contract time for completion of subject building because of the following factors:

During the months of December 1949 and January 1950, due to extreme cold weather conditions, construction operations were suspended for a period of six weeks.

We have had further delays on the job due to the difficulty in getting delivery on metal materials, which during the past year suppliers have been giving priority to government orders. This is particularly true of the bronze extrusions and hardware for the sash and of the primary electrical cable.

At the present time we are proceeding on the basis of a schedule to complete all work by May 31, 1951, with acceptance to be made by the State Highway Commission on completion at any time prior to that date.

We are progressing according to this schedule with the exception of the painting which is being delayed due to the slow drying of the plaster because of the damp weather which we have had for the past several months.

We trust that you will give every consideration to our request for extension of time because of the above mentioned delays, which were and are beyond our control.

Yours very truly,

SOUND CONSTRUCTION & ENGINEERING CO.

(SIGNED) By W. R. JOHNSTON
W. R. Johnston

WRJ:es
cc: File
Encls. 4

(Original of this letter is attached to time extension in Contract #3250)

Rm 320

RECEIVED
FEB 13 1951
COMMISSIONERS
FOR FILING

BEN H. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, Member
La Grande
M. K. McIVER, Member
Portland

24-3451
3:30

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 9, 1951

Sound Construction & Engineering Company
1300 Alaska Street
Seattle, Washington

Attention: Mr. Johnston

NOTED
W. C. WILLIAMS

Gentlemen:

Under date of January 31, your Mr. Garrett wrote us requesting an extension of time for the completion of the work on the State Highway Office Building at Salem. This matter was discussed with you by phone a few days ago, and I have since been advised by your Mr. Simmons that you will agree to assume our engineering costs subsequent to the contract completion date, which was February 8, and that you will further assume one-half of the heating cost from February 8 until you have completed all of your work in the building which requires heat.

In Mr. Garrett's letter he said that he expected to complete all work by April 15 and allow occupancy of the building by May 1. In observing the job it seems that this estimate is a little bit optimistic, and, as I do not want to go to our Highway Commission with a second request for additional time, I would suggest that your application for an extension be made to May 31 rather than May 1. It is, of course, not necessary to use this additional time, but it would then be covered without going back to our Commission.

I am attaching hereto four copies of a form which we use for making application for time extensions. Will you please fill out the side designated for the contractor, obtain the consent of your bonding company in the place designated on the form, and return to this office. The Highway Commission meets on February 27 and 28, and I would like to have this form back not later than February 16 so that I can get it to the Commission for this meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP/ds
Attached

cc Mr. Simmons
Mr. W. C. Williams ✓

RECEIVED
JAN 29 1951
FOR FILING

24-3451

3250

January 26, 1951

Mr. Roy H. Mills
Secretary
Board of Control
Public Service Building
Salem, Oregon

Dear Sir:

We are advised that bronze will be placed on the restricted list and that unless the plaque for the State Highway Building is made prior to February 28 it will be impossible to obtain it. For this reason it is important that the order be placed immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc O. S. Pearson

RECEIVED
JAN 4 - 1951
FOR FILING

24-3451

3250

H-0-2

January 2, 1951

State Highway Commission

Gentlemen:

At the time Mr. Chandler and Mr. Reynolds visited the State Highway Office Building, they suggested that some sort of an emblem be placed in the terrazzo floor in the lobby. We have checked up on the possibility of putting a bronze replica of the Highway Commission's seal and find that there is considerable doubt as to our being able to get bronze at all and that, if we could get it, the cost of the emblem would be approximately $700.

Another scheme which would seem appropriate is shown on the attached drawing. This combines the level-rod target, which has become rather a symbol for the Highway Department, and the compass points. This emblem would be made by changing the color of the mortar and aggregate, and would not require bronze castings. The cost of this emblem is approximately $125. I believe this would be well worth-while and would recommend it for your favorable consideration.

We expect to start placing the terrazzo floor about January 15 and would appreciate an early decision in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:ga

STAIRS

ELEVATORS

MAIN LOBBY

INFORMATION COUNTER

TRAVEL DEPT. COUNTER

VESTIBULE

STAIRS

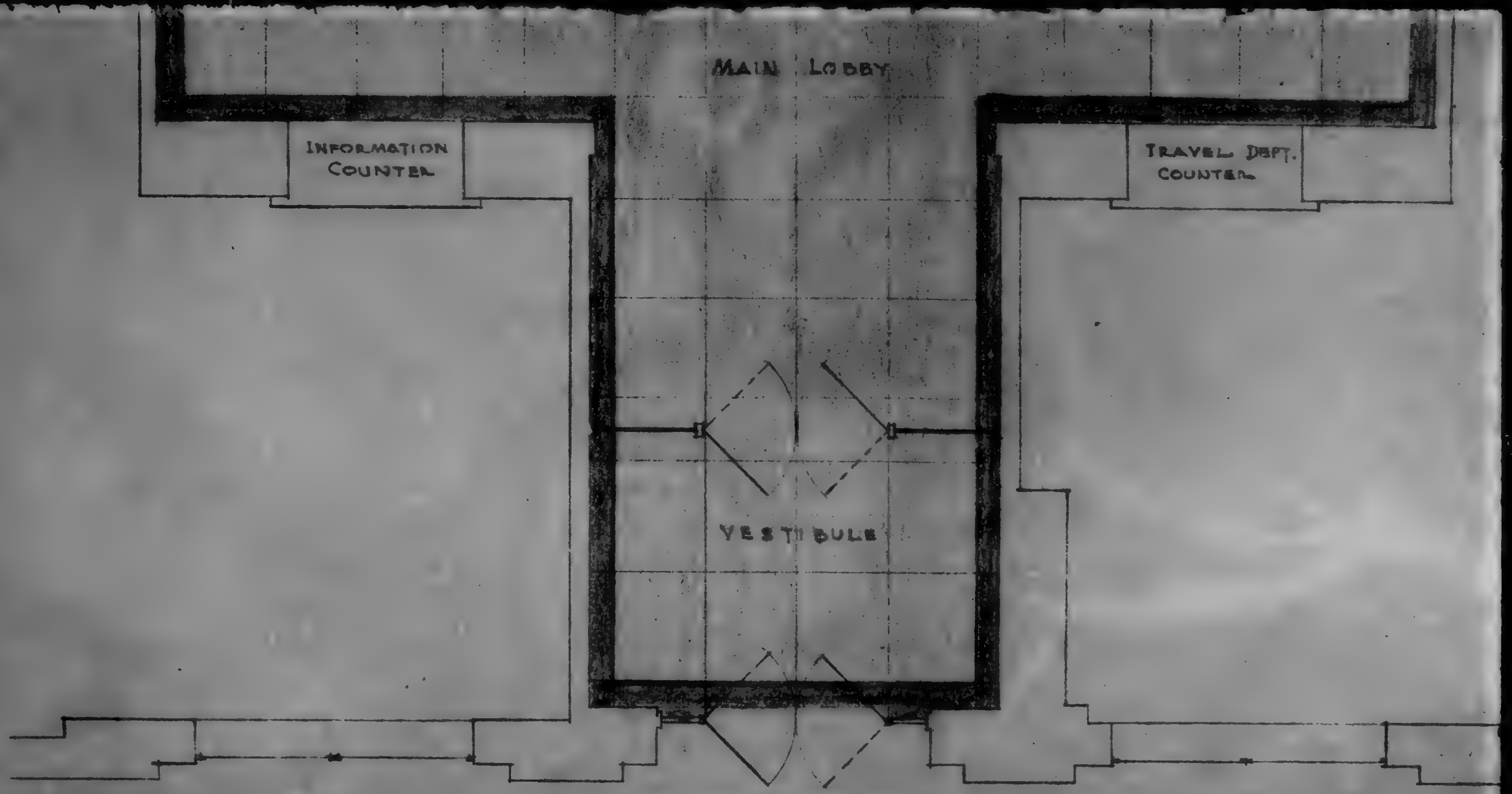
ELEVATORS

MAIN LOBBY

INFORMATION COUNTER

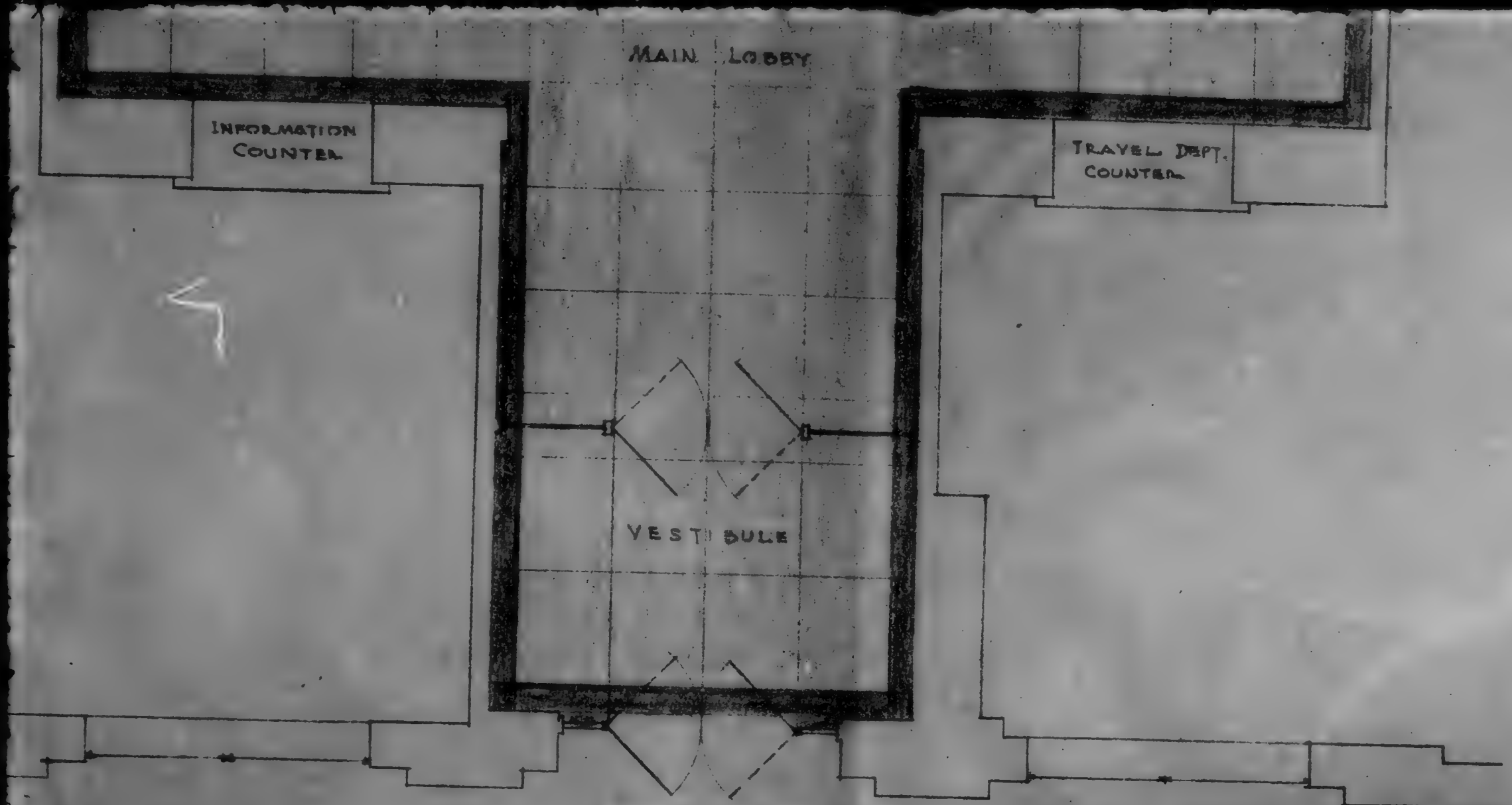
TRAVEL DEPT. COUNTER

VESTIBULE



PLAN OF MAIN LOBBY
STATE HIGHWAY BUILDING
SHOWING
TERRAZZO FLOOR DESIGN

SCALE 1/4" = 1'-0



PLAN OF MAIN LOBBY
STATE HIGHWAY BUILDING
SHOWING
TERRAZZO FLOOR DESIGN

SCALE 1/4" = 1'-0

24-3451 State Highway Office Building 1949

3250 Folder #3

RECEIVED
JAN 2 8 1951
FOR FILING

COMMISSIONERS
E. R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

24-3-1
3250

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

December 28, 1950

NOTED
State Highway Engineer

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

I have received the sketch showing your idea of the text to be placed on the plaque for the new highway building. I see nothing wrong except that in my opinion the name of the State Highway Engineer should also be shown.

Very truly yours,

Chas H Reynolds

CHR/vlw

RECEIVED

RECEIVED
DEC 28 1950
FOR FILING

24-3451

2220

December 27, 1950

4-0-3

State Highway Commission

Gentlemen:

It is customary to place a plaque in the lobby of our State buildings, giving the name of the building, the date of construction, the names and titles of the heads of the organization responsible for construction, and the architects and contractors. Our new State Highway Building is moving along toward completion, and we should get the plaque for the building ordered. I am attaching hereto a sketch showing my idea of the text to be placed on the plaque. I would appreciate it if you would look this over and let me have any instructions which you may care to give.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
GSP:gm

RECEIVED
DEC 21 1950
FOR FILING

FORM E-50K 10M 8-49 51900

24-345

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1950

SUBJECT: New State Highway Office Building

To: Mr. C. E. Enfield
Assistant Counsel
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The contract completion date for the State Highway Office Building is February 8, 1951. It is evident that this structure will not be completed on time, and that we will have to grant a time extension. On Page 15 of the contract under the heading "Extension of Contract Time" it is provided that the contractor shall make application to the State Highway Commission, and this section then states: "The State Highway Commission may grant such extension subject to the assessment against the Contractor of the cost of all engineering and inspection work performed by the State after the date of completion hereinabove specified." There has been no change in the plans or, so far as I know, no activity of any kind by the State which has delayed the completion of the project, and I propose to recommend to Mr. Baldock that the extension be granted, subject to the assessment of the engineering costs against the contractor.

In Section 1-07 of the General Conditions (Supplementary), it provides that: "The State of Oregon will furnish, without cost to the Contractor, the necessary steam for temporary heat, but the Contractor shall furnish and pay for all labor and material for installing piping, valves and radiating surfaces." This temporary heat is a rather sizable bill and may run as high as $300 per month. By reason of the overrun of contract time, the heating bill will be much larger than it should have been, and I am wondering whether we have any way to collect this cost from the contractor.

I would appreciate your advice as to how our recommendations for action on the time extension should be handled in order that no legal question may complicate the assessment of penalties against the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED
State Highway Engineer

GSP/ds

cc W. C. Williams

RECEIVED
DEC 27 1950
FOR FILING
FORM E-30 2SM 1-50 97688

4-3451

3250

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1950

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Our contract for the new office building provides for sidewalk and curbs on the west side of the building, located on the line of the new East Summer Street. I would recommend that we give some thought about the construction of the extension of East Summer Street in front of the building. It will not look very well to have the strip of unused property from our new sidewalk out to the present Summer Street. It might be that we could temporarily use this area for off-street parking. We should be able to move into our new building late in the spring, and, if we are to do anything with this street improvement, we should be planning it now.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

Form E-1—1936—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 2, 1950

Section Oregon State Highway Building — Kind of work

Highway Block # 86 — Section prefix 24-3451

Contractor — Contract number

Date of contract ..., 19.. — Date of completion ..., 19..

Date work started ..., 19.. — Estimated date of completion ..., 19..

Amount of contract . . . . . $ — Per cent of time elapsed ...%

Estimated cost of completed project, exclusive of engineering . . . . . $

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date $ Our Costs to Date: $183.22, ...% — Date project was completed ..., 19..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Set 40 feet radius for curb and grades for drainage and new catch basins at SE corner of intersection at East Summer and Center Streets as ordered by Mr. Eason.

Gave Bridge Inspector Nutting our notes for curb and sidewalks grades.

Four men ½ day.

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form E-1—1084—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 25, 19 50

Section Oregon State Highway Bldg.

Kind of work

Highway

Section prefix 24-3451

Contractor

Contract number

Date of contract , 19

Date of completion , 19

Date work started , 19

Estimated date of completion , 19

Amount of contract . . . . . $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $

Per cent of contract completed, based on total contract price . . . . . %

Our cost to date-

Engineering cost to date $185.85, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Wednesday set paving grades as requested by Mr. Simons at SW corner of intersection of Capitol and Chemeketa streets. Contractor said Warren would pave when he started his plant up next week.

NOTED
W. L. [illegible]

RECEIVED
NOV 27 1950
DIVISION [illegible]

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41008

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Cloudy		
Thursday			
Friday			
Saturday			

State Printing Dept. 41608

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DEC 4 1950
FOR FILING

24-3457
3250

November 24, 1950

Oregon State Board of Control
Public Service Building
Salem, Oregon

Attention: Mr. A. E. Wyvong

Gentlemen:

I am returning herewith the bids on the intercommunication system to be installed in the New Highway Office Building at Salem. Please award this installation to Wired Music, Inc., at their bid of $8,943.90. This bid is $251.50 higher than the net bid of the Executone Systems Co., but this latter bid is based on that company taking over all of the instruments installed in the present system in the State Office Building. It is to the best interests of the State that the present system be retained intact so that it can be used by future occupants of our present office space.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

U. C. Williams
Assistant State Highway Engineer

cc: C. S. Powers

OREGON STATE BOARD OF CONTROL

SALEM

November 16, 1950

OFFICE OF SECRETARY

MEMBERS
DOUGLAS McKAY . . . GOVERNOR
EARL T. NEWBRY
SECRETARY OF STATE
WALTER J. PEARSON
STATE TREASURER

ROY H. MILLS . . . . SECRETARY

Mr. R. H. Baldock, Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Attached hereto are bids received on your request for an intercommunication system to be installed in the New Highway Office Building at Salem, Oregon, as follows:

DICTOGRAPH PRODUCTS, INC.

Total Bid - $10,838.85

WIRED MUSIC, INC.
Webster Teletalk Equipment

Bid - 8,943.90

less allowance
for 32 Western Electric
Hand Sets -320.00

Total Bid - 8,623.90

EXECUTONE SYSTEMS COMPANY
(Including trade in on used equipment)

Total Bid - 8,682.40

CONVERSE COMPANY (no bid returned)

Kindly review these bids and return to this department with your recommendation.

Very truly yours,

OREGON STATE BOARD OF CONTROL
PURCHASING DEPARTMENT

By
A. N. Wysong
Assistant Purchasing Agent

anw/sl

PURCHASING DEPARTEMENT
OREGON STATE BOARD OF CONTROL
SALEM, OREGON

BID FOR INTERCOMMUNICATION SYSTEM FOR OREGON STATE HIGHWAY COMMISSION

WEBSTER ELECTRIC

Teletalk

REG. U.S. PAT. OFF.

INTERCOMMUNICATION SYSTEMS

2000 Series

..MEDIUM-PRICED MODELS

for businesses of all types and sizes

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NOV 16 1950
FOR FILING

24-3451

325.6

November 16, 1950

Mr. Ernest Hook
2204 Simpson Street
Salem, Oregon

Dear Mr. Hook:

This relates to your question concerning the possibility of operating a concession in the new State Highway Office Building.

In checking the records of the Commission and plans of the new building it is found that there is no provision for any concessions in this building. Making provision for concession space was discussed earlier but was decided against at the time the final plans were drawn up.

Therefore, unless there is a complete change in the plans and intentions as they stand now, there will be no concession in the new State Office Building.

We do appreciate your interest in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: Gene Huntley
Personnel Officer

GH:ho

Form R-1—1936—7-30

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Oregon State Highway Bldg

Highway Block #86

Contractor

Date of contract ....., 19.....

Date work started ....., 19.....

Amount of contract . . . . . $.....

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . . . %

Our cost to date: $ 129.66

Engineering cost to date $....., ...%

For Week Ending November 11, 19 50

Kind of work .....

Section prefix 24-3451

Contract number .....

Date of completion ....., 19.....

Estimated date of completion ....., 19.....

Per cent of time elapsed .....%

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

We, as requested, set grades for curbs and sidewalks on East side of East Summer Street in Block #86.

NOT
H. W. LIBBY

RECEIVED
NOV 13 1950
DIVISION ENGINEER

Signed J. F. McGee by Chas F. O'Neil

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Misty		
Wednesday	Cold		
Thursday	Cold		
Friday	Clear		
Saturday			

State Printing Dept. 4100

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FOR FILING

For comment

6-27-50

NOTED
State Highway Engineer

34-451
3250

A REPORT OF PRELIMINARY ACTIVITIES LEADING TO THE CONSTRUCTION OF THE STATE HIGHWAY OFFICE BUILDING

For many years there has been a need for adequate office space where the various functions of the Oregon State Highway Commission could be housed under one roof in close communication with each other. The shortage of office space became particularly acute after the destruction of the State House by fire on April 25, 1935.

At the legislative session of 1937 an act was passed authorizing the State Highway Commission to construct and maintain an office building in Salem. This act limited the total cost, including the cost of the site, to $500,000. This act appears as Chapter 450, Oregon Laws of 1937. Partly because of the limitation on total cost and partly because of conditions leading up to World War II, nothing was done under the 1937 act.

By 1947 requirements for office space had increased until the State Highway Department was forced to split up its staff and house several important divisions in other buildings at considerable distance away from its headquarters. The Auditor, with his important records, occupied a temporary timber building in the shop area. The Traffic Engineering Division used the second floor of the Laboratory Building near the State Shops. The Parks Department occupied rented quarters in the T. A. Livesley Building with a drafting room in the Old High School Building at Church and Marion Streets. The Landscape Engineer also had an office in the Old High School Building. This scattering of some of the important functions of the department and the inadequate facilities available in such makeshift housing, together with the overcrowding of the main offices in the State Office Building, made it mandatory that some relief be provided.

At the legislative session in 1947 a new act authorizing the construction of a highway office building was passed from which the following is quoted:

"Section 100-133. Office building for state highway department: Authorization of construction and maintenance: Agreement with board of control.

"The state highway commission hereby is authorized and empowered to construct and maintain in Salem, Oregon, on a site approved by the Oregon state board of control, an office building adequate to provide offices and space for the immediate and anticipated needs and requirements of the state highway department, and said commission is authorized to pay the cost of the construction, the upkeep, and the maintenance of the said building out of state highway funds, or the commission may enter into an agreement with the Oregon state board of control for the construction of an office building, the construction of which may be financed with funds in the custody of the state treasurer and available for loan purposes. (L. 1937, ch. 450, Sec. 1, p. 764; L. 1947, ch. 570, Sec. 1)

"Section 100-134. Location of building.

"When the state shall acquire title to either blocks 83, 85, 82 or 86 of the original plat of the city of Salem, Marion county, Oregon, the state highway commission may construct said office building upon one of said blocks as it, in its discretion, may determine. (L. 1937, ch. 450, Sec. 2, p. 764; L. 1947, ch. 570, Sec. 2.)"

During the summer of 1947 preliminary sketches for the new building were prepared under the direction of Mr. R. H. Baldock, State Highway Engineer, who presented them to the Commission with a recommendation that architects be selected to prepare the detailed plans and that the construction proceed as soon as practical. After careful investigation by the State Highway Commission, both as to the type of building proposed and the advisability of making the investment, authorization was given to proceed at the Commission meeting held in Portland on December 20 and 21, 1948.

The architectural firm of Whitehouse, Church, Newberry and Roehr of Portland, Oregon, were selected as architects, this same firm having been associated with the design of the State House and as principal architect for the Public Service Building. A contract was entered into with them, dated December 21,

1948. The fee for the architectural work was six per cent of the construction cost of the building, but not including cost of the site or the landscaping.

Under this contract, plans were prepared for a building of five stories with a full basement, giving a gross floor area of 145,298 square feet and usable area of 103,200 square feet after deducting the area of halls, elevators and other service areas. The building is of reinforced concrete construction faced with Vermont marble matching the finish of the State House, Library Building, and Public Service Building. The first plans called for air conditioning of all areas.

Bids were received by the State Highway Commission on September 20, 1949. The low bid was submitted by the firm of Ralph and Horwitz of Portland, Oregon, in the amount of $1,934,264. The architects' estimate of a reasonable cost was $1,660,000. This bid was rejected as being too high and the project ordered readvertised with changes in the plans to reduce the cost to approximately $1,600,000. The changes consisted principally in the elimination of the air conditioning except for inside areas without outside windows.

Bids were received the second time on November 7, 1949, at which time the Sound Construction Company of Seattle, Washington, were low bidders with a bid of $1,571,931. The contract was awarded to that firm. Work has proceeded at a reasonable rate, and completion of the building is expected in March 1951.

In the planning of this building an attempt has been made to provide sufficient space for the needs of the State Highway Department for at least the next 35 years. How accurate the estimates of future expansion prove to be can only be answered by those who read this at some future time.

During the planning and construction of this project Mr. Douglas McKay of Salem has been Governor. The State Highway Commission has been composed of

Mr. T. H. Banfield of Portland as chairman, and Mr. Ben R. Chandler of Coos Bay and Mr. A. W. Schaupp of Klamath Falls, members. Mr. Schaupp retired March 31, 1949 and was succeeded by Mr. Chas. H. Reynolds of La Grande. Mr. Banfield retired March 31, 1950 and was succeeded by Mr. H. K. McIver of Portland with Mr. Chandler advancing to the chairmanship of the Commission. During the entire period Mr. R. H. Baldock has been State Highway Engineer, assisted by Mr. W. C. Williams and Mr. W. W. Stiffler, Assistant State Highway Engineers. Mr. J. M. Devers has been Chief Counsel and Mr. H. B. Glaisyer Commission Secretary. General supervision of the construction has been by the Bridge Division of the State Highway Department with Mr. G. S. Paxson as Bridge Engineer and Mr. P. M. Stephenson, Assistant Bridge Engineer. Mr. C. C. Schneider, Structural Designer, made the preliminary plans. Mr. Haven Nutting has been Resident Engineer in direct charge of the project and Mr. Earl T. Newbry has represented the architects.

Salem, Oregon
September 27, 1950

RECEIVED
SEP 28 1950
FOR FILING

24-345
325

Cross Referenced To:
Adm.
Ore. State of
State Dept.
Board of Control

September 26, 1950

Oregon State Highway Commission

Gentlemen:

I am attaching hereto the report of H. H. Hanke, Auditor, with respect to the probable costs of the amortization of the investment in the new state office building and the operation of the building and grounds. Since the building would last at least 60 years, I would refer you to the 60-year-period table on page 4. This contemplates the amortization of the building and grounds cost and the operation cost in the first 30 years, the operation only for the second 30 years, and gives the average payment for the 60-year period for amortization of investment and operation. You will note that this shows the cost per square foot per month to be $.10831 under Highway ownership as compared to $.08769 under Board of Control ownership, or an average difference in cost of $.02062 per square foot per month. Over a 60-year period, the difference would be $1,535,120 in favor of Board of Control ownership.

During the first 30 years, the cost per square foot would be $.11587 per month in comparison to $.08765 under Board of Control ownership. The difference of $.05762 per month would, in 30 years, amount to $2,140,696, or enough to build a new building.

This may be checked another way, as follows:

	Highway Ownership Plan	Rental Plan
Comparison of Costs over a 60-year Period:		
Principal	$2,035,000	$ --
Interest - 30 years	709,985	--
Operation	5,302,800	--
Rental (maximum occupancy)	--	6,511,120
	38,048,585	86,513,120
Credit through rental of space (11,000 sq. ft. for 30 years)	264,000	264,000
Total expenditure	37,784,585	86,249,120
Saving through rental plan at end of 60 years		$1,535,465

Hank's figures attached

	Highway Ownership Plan	Rental Plan
Comparison of Costs over a 30-year Period:		
Principal	$2,035,800	$ --
Interest	709,385	--
Operation	2,651,400	--
Rental (maximum occupancy)	--	3,256,560
	$5,397,185	$3,256,560
Credit through rental of space (11,100 sq. ft. for 30 years)	264,000	264,000
Total expenditure	$5,133,185	$2,992,560
Saving through rental plan at end of 30 years	$2,140,625	

The small differences in the methods used are the results of not carrying out computations to more than five decimal points.

Both the 40-year and 30-year examples are figured for two plans: Under the "Highway Ownership Plan" the Highway Commission would continue to own the building and would rent the 11,000 square feet of excess space for 30 years. This assumes that the Highway Commission will sell revenue bonds and retire the principal and pay interest in a 30-year period after which operation cost alone will apply. If no bonds were sold, the amortization of the investment, plus the interest the money would bring, would give the same answer. Under the "Rental Plan" the Board of Control would pay the Highway Commission the $2,035,800, which represents the capital investment in the building and grounds and the Highway Commission would pay rental thereafter at the rate of $.10 per square foot for office space and $.03 per square foot for the basement space, or an average of $.08765 per square foot per month. If costs were to be calculated over periods longer than 40 years, it would be found that the two plans would equate in about 137 years—an absurdly long period.

It is my opinion that the Highway Commission should sell the building to the Board of Control and then lease the entire building from the Board of Control at the rate of $.10 a square foot for the office space and $.03 a square foot for the basement space, which are the standard rates that the Board of Control now requires, and that the Highway Commission sublease any additional available space to other departments which, under the law, can pay rent at the same rental rates. Then, when the Highway Commission needs additional space, it could require these other agencies subleasing the space to vacate the space to the Highway Commission.

Expressed in another way, if we sell the building now to the Board of Control and thereafter pay rental, at the end of 30 years we will have saved approximately $2,140,000 but will have no building. However, we could at that time

build a new building with the savings accrued, which would put us in much better position than we would be in under the "Highway Ownership Plan." The rental rates would need to be increased 70 per cent to eliminate this saving. The devaluation of money necessitating the rental increase would also affect the operation costs and it would require only a 40 per cent increase in operation cost to offset the 70 per cent increase in rental costs.

The disparity between the two plans in favor of Board of Control ownership is brought about in part at least by the fact that, under the ownership of the Board of Control, the Legislature appropriates the difference between the estimated income from rentals and the actual cost of operation and amortization, recovering a part of this difference by charging full rental against departments occupying space in other buildings already paid for. The departments in new buildings are, therefore, subsidized somewhat on their rental rates and there is no reason why the Highway Department should not enjoy this privilege along with the others. It further might be said that we are now entitled to share in this privilege as the Board has for several years been making a profit on the rental we have been paying for space in the present building.

Ownership by the Board of Control would have certain other advantages. Operation of the Highway Building jointly with other State buildings would permit the interchange of operating personnel to take care of sick leave, vacations, et cetera, and would permit joint use of the gardening and caretaking forces at costs lower than could be obtained under separate operation. It might be suggested that we could obviate all of these things by arranging with the Secretary of State for the operation of the building and the upkeep of the grounds. However, it would be difficult for the Secretary of State, as pointed out by the Auditor, to make accurate determination of the costs to be charged against our building for heating, and some other charges.

If, under the "Board of Control Ownership Plan," the Commission by leasing the whole building can control the space, it appears to me that the "Board of Control Ownership Plan" has all the advantages and none of the disadvantages of the "Highway Ownership Plan" and, in addition, will save to the Highway Commission during the next 30 years approximately $2,140,000.

As a suggestion, I think that the Chief Counsel should be asked to ascertain whether, under present laws, anything stands in the way of the Board of Control's assuming the cost of the building and taxing the building over for operation on the same basis as the recently built Public Service Building. If present laws will not permit this, a change in the laws could be asked for at the coming session of the Legislature.

A contingency that should be considered in connection with the "Highway Ownership Plan" is the possibility of the Legislature's stepping in at any future time and transferring the building to the Board of Control without any payment to the Commission. Opposition to separate department ownership and control of buildings in the Capitol Group could develop easily and lead to such action.

A slight reference has been made to an alternate plan whereby the cost of the building could be met from current state highway income without either borrowing or arranging with the Board of Control for the financing. Under that plan, the cost set up over a period of 30 years or 40 years would be approximately the same as under the "Highway Ownership Plan," varying only in the interest rate charged. It should not be assumed that our current-income money does not have the same interest or rental-of-money value that borrowed money does, particularly when the need for funds for highway improvement is as urgent as at present. We should put the $2,035,000, representing the value of the building and grounds, into roads, and the "Rental Plan" offers an opportunity to do this now and, moreover, to save the value of another building in the next 30 years.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
M. H. Hawks

RHB:hi er

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FORM E-30 25M 8-50 40800

24-3451
3250

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1950

SUBJECT: New Highway Office Building

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED

L

Pursuant to your recent request, I have made a study of the probable cost of amortization of the investment in the new Highway Office Building, and the estimated cost of operation.

Amortization of building and site: The cost of the site of the building was roughly $245,850. The total cost of the building is estimated at $1,789,950. The combined investment therefore, is $2,035,800. There are three principal plans by which the investment may be amortized: (1) By revenue certificates (2) By obtaining a loan, (3) By sale of the property to the Board of Control, and amortization of the investment by the rental method. The following tabulation presents a brief summary of the comparative costs of the three methods based upon a retirement period of 30 years.

	Revenue certificates	Loan	Rental method
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	709,985	788,872	788,872
Total capital costs	$2,745,785	$2,824,672	$2,824,672
Average capital costs per month	$7,627	$7,846	$9,046
Average capital costs per sq. ft. -			
Office	$.084	$.087	$.100
Basement	.025	.026	.030
Total space	$.074	$.076	$.087

The interest on the revenue certificates has been computed at 2½ per cent. The interest on the loan has been computed at 2½ per cent, which is the rate at which funds may be obtained from the Public Retirement System. The interest on the principal under the rental method has been computed at 2½ per cent also, but under the rental method, the capital costs have no direct relation to the cost to the Highway Commission, since the amortization of the principal on this method is fixed at 10¢ per square foot of office space, and 3¢ per square foot of basement space, based upon a thirty-year period of amortization.

The average capital costs per square foot of space were computed on the basis of the maximum occupancy of 85,000 square feet of office space, and 18,200 square feet of basement space, a combined total of 103,200 square feet.

Should the period of amortization be 15 years, the average cost per square foot would be as follows:

	Revenue certificates	Loan	Rental method
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	366,444	407,160	407,160
Total capital costs	$2,402,244	$2,442,960	$2,442,960
Average cost per month	$13,346	$13,572	$13,572(A)
Average cost per sq. ft. -			
Office	.148	.150	.100
Basement	.044	.045	.030
Total space	.129	.132	.087(B)

(A) Total capital costs divided by 180 months.

(B) Assuming that rental rates would not be accelerated by reason of shorter amortization period.

The average costs per square foot for the fifteen-year amortization basis, were computed on the basis of maximum occupancy of 85,000 square feet office space and 18,200 square feet of basement space, a combined total of 103,200 square feet.

The costs of operation and maintenance of the building under Highway Commission ownership are difficult to estimate because comparable figures are not available on buildings operated by the Secretary of State. The actual costs of operation and maintenance of the Public Service Building, which would be comparable to the Highway Building are not segregated from other buildings in the capitol group. This group includes the Agriculture Building, the State Office Building, the Supreme Court Building, the Capitol Building, the State Library Building, and the Public Service Building. In compiling the estimated operating and maintenance costs, which are presented in a schedule attached hereto, I conferred with Mr. Harold Phillippe, Manager of the Accounting Division in the office of the Secretary of State. The initial cost of operation and maintenance of the building under Highway Commission ownership is estimated to cost about $6,365 per month (excluding any provision for depreciation) comprising salaries estimated at $3,979, and other costs estimated at $2,386. On the basis of the initial space to be occupied, the operating cost would approximate $.071 per square foot.

The cost of light and power of all the buildings in the capitol group is computed by means of the meter in the Capitol Building. However, the difference between the power cost for July 1949, and June 1950, was roughly $712, which represents the light and power for the Public Service Building.

The cost to heat the new highway office building is difficult to estimate, as there are no meters in any of the buildings now heated by the central heating plant. In estimating the heating cost, I have included the salaries of a plant maintenance engineer, a stationary engineer, a laborer for feeding the hog fuel conveyer and the actual fuel costs for the nine months ended March 31, 1950, which amounted roughly to $1,260 per month. Other costs considered, include plant maintenance, contributions for retirement and civil service, workmens compensation, assessment for restoration fund, and depreciation of the heating plant. On this basis the cost per month to heat six buildings would amount to $2,760 or $460 for one building. This figure checks very closely the estimated cost of heat as contained in the budget for the Public Service Building for the period ended June 30, 1951. For purposes of this study, an estimated heating cost of $500.00 per month has been used.

If the Highway Commission were to enter into a contract with the Board of Control for operating and maintaining the new building, the charge for this service might be made on the actual cost basis, or on a fixed rental basis.

If the Highway Commission were to sell the building and site to the Board of Control, then the cost of operation and maintenance would be nil during the period of amortization of the invested capital, after which the cost might be the present rate of 10 cents per square foot for office space, or some other rate in effect at that time. For purposes of summarizing the costs on a comparative basis, I have used the rate of 10 cents per square foot for office space and 3¢ per square foot for basement space.

The following is a summary of the foregoing data reflecting an operating period of 30 years following the amortization of the principal:

	Highway Ownership		Board of Control
	Revenue certificates	Loan	Ownership
60-year period:			
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	709,985	788,872	788,872
Capital costs - 30 years	$2,745,785	$2,824,672	$2,824,672
Operating costs -			
First 30 years	2,651,400	2,651,400	431,888
Next 30 years	2,651,400	2,651,400	3,256,560
Total costs - 60 years	$8,048,585	$8,127,472	$6,513,120
Avg. cost per sq. ft:			
First 30 years	$.14527	$.14739	$.08765
Next 30 years	.07136	.07136	.08765
Total for 60 years	.10831	.10938	.08765
45-Year period:			
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	366,444	407,160	407,160
Capital costs - 15 years	2,402,244	2,442,960	2,442,960
Operating costs -			
First 15 years	1,325,700	1,325,700	(814,680)
Next 30 years	2,651,400	2,651,400	3,256,560
Total costs - 45 years	$6,379,344	$6,420,060	$4,884,840*
Avg. cost per sq. ft:			
First 15 years	$.20068	$.20287	$.08765
Next 30 years	.07136	.07136	.08765
Total for 45 years	.11147	.11520	.08765

*Assuming that rental rates would not be accelerated by reason of shorter period of amortization.

There are two things that would affect the average costs set forth in the preceding tabulation, which cannot be foreseen: (1) the fluctuation in costs of labor and materials which might increase the operating costs under plan 1 or 2; (2) an increase in floor space rental, to cover increase in labor and materials under plan 3, which likewise would increase the cost to the Highway Department.

R. H. Hanks
Auditor

RHH:gf

Att.

AVERAGE MONTHLY COSTS FOR OPERATING
NEW HIGHWAY OFFICE BUILDING

Salaries (third step rotation):	
Building maintenance superintendent	$ 330
Custodial worker (janitor), ten	1,850
Electrician	274
Custodial worker (Day man)	166
Laborer I (Day man)	201
Watchman, two	402
Elevator operators, two	380
Groundsman II	220
Domestic worker II (Matron)	186
Total estimated salaries	$3,922
Other costs:	
Heat	$ 500
Light and power	700
Water (including sewer charge)	100
Maintenance of building (painting and repairs)	300
Maintenance of elevators	200
Janitors supplies	125
Workmens compensation insurance	3
Contributions to retirement system	150
Contributions to Civil Service Commission	23
Contributions to restoration fund	373
Total estimated other costs	$2,376
Total estimated initial costs	$6,298
Initial cost per square foot of occupied space (89,000 sq. ft.)	$.071

RECEIVED
SEP 18 1950
FOR FILING

24-3451
3250

September 15, 1950

Chairman Ben R. Chandler
Oregon State Highway Commission
Post Office Box 809
Coos Bay, Oregon

Dear Mr. Chandler:

We are in the process of assembling material to be placed in the cornerstone of the new State Highway Building here in Salem, ceremonies in connection with which, as you know, will be held at 1:30 p.m. on Wednesday, September 27.

We think it would be nice if the box should contain among other things a picture of each member of the present State Highway Commission, a picture of Mr. Banfield, and one of Governor McKay. I already have the Governor's picture and have arranged for one of Mr. Banfield. If you will be so kind as to furnish me a photograph of yourself I will appreciate it.

Respectfully yours,

Secretary

HBC/fm

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SEP 27 1950
FOR FILING

T. [illegible], CHAIRMAN
PORTLAND
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

24-3451

3250

For Cornerstone

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

September 18, 1950

H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Herb:

In accordance with your request of September 15 I am enclosing a picture. The only comment is that someone in about 100 years from now is going to receive an awful surprise.

Very truly yours,

Chas.

CHR/vlw

Enclosure

NOTED
H. B. GLAISYER

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SEP 19 1950
OREGON
STATE HIGHWAY COMMISSION

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SEP 18 1950
FOR FILING

24-3451
3250

September 15, 1950

Mr. Chas. H. Raynolds,
Oregon State Highway Commissioner
Post Office Box 898
La Grande, Oregon

Dear Mr. Raynolds:

We are in the process of assembling material to be placed in the cornerstone of the new State Highway Building here in Salem, ceremonies in connection with which, as you know, will be held at 1:30 p.m. on Wednesday, September 27.

We think it would be nice if the box should contain among other things a picture of each member of the present State Highway Commission, a picture of Mr. Banfield, and one of Governor McKay. I already have the Governor's picture and have arranged for one of Mr. Banfield. If you will be so kind as to furnish me a photograph of yourself I will appreciate it.

Respectfully yours,

Secretary

HBC/fm

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FOR FILING

24-3451
3250

September 15, 1950

Mr. M. K. McIver
Oregon State Highway Commission
204 Commerce Building
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

We are in the process of assembling material to be placed in the cornerstone of the new State Highway Building here in Salem, ceremonies in connection with which, as you know, will be held at 1:30 p.m. on Wednesday, September 27.

We think it would be nice if the box should contain among other things a picture of each member of the present State Highway Commission, a picture of Mr. Banfield, and one of Governor McKay. I already have the Governor's picture and have arranged for one of Mr. Banfield. If you will be so kind as to furnish me a photograph of yourself I will appreciate it.

Respectfully yours,

Secretary

HDC/fm

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FORM E-90 25M 8-50 40900

94-2451
3:50

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1950

SUBJECT: New Highway Office Building

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
State Highway Engineer

Pursuant to your recent request, I have made a study of the probable cost of amortization of the investment in the new Highway Office Building, and the estimated cost of operation.

Amortization of building and site: The cost of the site of the building was roughly $245,850. The total cost of the building is estimated at $1,789,950. The combined investment therefore, is $2,035,800. There are three principal plans by which the investment may be amortized: (1) By revenue certificates (2) By obtaining a loan, (3) By sale of the property to the Board of Control, and amortization of the investment by the rental method. The following tabulation presents a brief summary of the comparative costs of the three methods based upon a retirement period of thirty years.

	Revenue certificates	Loan	Rental method
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	709,985	788,872	788,872
Total capital costs	$2,745,785	$2,824,672	$2,824,672
Average capital costs per month	$7,627	$7,846	$9,046
Average capital costs per sq. ft. -			
Office	.084	.087	.100
Basement	.025	.026	.030
Total space	.074	.076	.087

The interest on the revenue certificates has been computed at 2¼ per cent. The interest on the loan has been computed at 2½ per cent, which is the rate at which funds may be obtained from the Public Retirement System. The interest on the principal under the rental method has been computed at 2½ per cent also, but under the rental method, the capital costs have no direct relation to the cost to the Highway Commission, since the amortization of the principal on this method is fixed at 10¢ per square foot of office space, and 3¢ per square foot of basement space, based upon a thirty-year period of amortization.

The average capital costs per square foot of space were computed on the basis of the maximum occupancy of 85,000 square feet of office space, and 18,200 square feet of basement space, a combined total of 103,200 square feet.

Should the period of amortization be 15 years, the average cost per square foot would be as follows:

	Revenue certificates	Loan	Rental method
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	366,444	407,160	407,160
Total capital costs	$2,402,244	$2,442,960	$2,442,960
Average cost per month	$13,346	$13,572	$13,572(A)
Average cost per sq. ft. -			
Office	.148	.150	.100
Basement	.044	.045	.030
Total space	.129	.132	.087(B)

(A) Total capital costs divided by 180 months.

(B) Assuming that rental rates would not be accelerated by reason of shorter amortization period.

The average costs per square foot for the fifteen-year amortization basis, were computed on the basis of maximum occupancy of 85,000 square feet office space and 18,200 square feet of basement space, a combined total of 103,200 square feet.

The costs of operation and maintenance of the building under Highway Commission ownership are difficult to estimate because comparable figures are not available on buildings operated by the Secretary of State. The actual costs of operation and maintenance of the Public Service Building, which would be comparable to the Highway Building are not segregated from other buildings in the capitol group. This group includes the Agriculture Building, the State Office Building, the Supreme Court Building, the Capitol Building, the State Library Building, and the Public Service Building. In compiling the estimated operating and maintenance costs, which are presented in a schedule attached hereto, I conferred with Mr. Harold Phillippe, Manager of the Accounting Division in the office of the Secretary of State. The initial cost of operation and maintenance of the building under Highway Commission ownership is estimated to cost about $6,365 per month (excluding any provision for depreciation) comprising salaries estimated at $3,979, and other costs estimated at $2,386. On the basis of the initial space to be occupied, the operating cost would approximate $.071 per square foot.

The cost of light and power of all the buildings in the capitol group is computed by means of the meter in the Capitol Building. However the difference between the power cost for July 1949, and June 1950, was roughly $712, which represents the light and power for the Public Service Building.

The cost to heat the new highway office building is difficult to estimate, as there are no meters in any of the buildings now heated by the central heating plant. In estimating the heating cost, I have included the salaries of a plant maintenance engineer, a stationary engineer, a laborer for feeding the hog fuel conveyer and the actual fuel costs for the nine months ended March 31, 1950, which amounted roughly to $1,260 per month. Other costs considered, include plant maintenance, contributions for retirement and civil service, workmens compensation, assessment for restoration fund, and depreciation of the heating plant. On this basis the cost per month to heat six buildings would amount to $2,760 or $460 for one building. This figure checks very closely the estimated cost of heat as contained in the budget for the Public Service Building for the period ended June 30, 1951. For purposes of this study, an estimated heating cost of $500.00 per month has been used.

If the Highway Commission were to enter into a contract with the Board of Control for operating and maintaining the new building, the charge for this service might be made on the actual cost basis, or on a fixed rental basis.

If the Highway Commission were to sell the building and site to the Board of Control, then the cost of operation and maintenance would be nil during the period of amortization of the invested capital, after which the cost might be the present rate of 10 cents per square foot for office space, or some other rate in effect at that time. For purposes of summarizing the costs on a comparative basis, I have used the rate of 10 cents per square foot for office space and 3¢ per square foot for basement space.

The following is a summary of the foregoing data reflecting an operating period of 30 years following the amortization of the principal:

	Highway Ownership		Board of Control Ownership
	Revenue certificates	Loan	
60-year period:			
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	709,985	788,872	788,872
Capital costs - 30 years	$2,745,785	$2,824,672	$2,824,672
Operating costs -			
First 30 years	2,651,400	2,651,400	431,888
Next 30 years	2,651,400	2,651,400	3,256,560
Total costs - 60 years	$8,048,585	$8,127,472	$6,513,120
Avg. cost per sq. ft:			
First 30 years	$.14527	$.14739	$.08765
Next 30 years	.07136	.07136	.08765
Total for 60 years	.10831	.10938	.08765
45-Year period:			
Principal	$2,035,800	$2,035,800	$2,035,800
Interest	366,444	407,160	407,160
Capital costs - 15 years	2,402,244	2,442,960	2,442,960
Operating costs -			
First 15 years	1,325,700	1,325,700	(814,680)
Next 30 years	2,651,400	2,651,400	3,256,560
Total costs - 45 years	$6,379,344	$6,420,060	$4,884,840*
Avg. cost per sq. ft:			
First 15 years	$.20068	$.20287	$.08765
Next 30 years	.07136	.07136	.08765
Total for 45 years	.11447	.11520	.08765

*Assuming that rental rates would not be accelerated by reason of shorter period of amortization.

If the Highway Commission were to sell the building and site to the Board of Control, then the cost of operation and maintenance would be nil during the period of amortization of the invested capital, after which the cost might be the present rate of 10 cents per square foot for office space, or some other rate in effect at that time. For purposes of summarizing the costs on a comparative basis, I have used the rate of 10 cents per square foot for office space and 3¢ per square foot for basement space.

The following is a summary of the foregoing data reflecting an operating period of 30 years following the amortization of the principal:

	Highway Ownership		Board of Control Ownership
	Revenue certificates	Loan	
60-year period:			
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Total for 45 years	.11447	.11520	.08765

*Assuming that rental rates would not be accelerated by reason of shorter period of amortization.

There are two things that would affect the average costs set forth in the preceding tabulation, which cannot be forecast: (1) the fluctuation in costs of labor and materials which might increase the operating costs under plan 1 or 2; (2) an increase in floor space rental, to cover increases in labor and materials under plan 3, which likewise would increase the cost to the Highway Department.

M. H. Hawke
Auditor

MHH:pf

Att.

AVERAGE MONTHLY COSTS FOR OPERATING
NEW HIGHWAY OFFICE BUILDING

Salaries (third step average):	
Building maintenance superintendent	$ 338
Custodial worker (Janitor), ten	1,840
Electrician	274
Custodial worker (Day man)	184
Laborer I (Day man)	201
Watchman, two	402
Elevator operators, two	328
Groundsman II	228
Domestic worker II (Matron)	184
Total estimated salaries	$3,979
Other costs:	
Heat	$ 500
Light and power	700
Water (including sewer charge)	100
Maintenance of building (painting and repairs)	300
Maintenance of elevators	100
Janitors supplies	125
Workmens compensation insurance	3
Contributions to retirement system	160
Contributions to Civil Service Commission	23
Contributions to restoration fund	375
Total estimated other costs	$2,386
Total estimated initial costs	$6,365
Initial cost per square foot of occupied space (89,000 sq. ft.)	$.071

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24-3451

3250

September 13, 1950

Members of the State Highway Commission

Gentlemen:

This note is simply to inform you that pursuant to your instructions, Mr. Baldock contacted Governor Douglas McKay with regard to the laying of the cornerstone of the new Highway Department Building here in Salem, and the Governor accepted your invitation to make the cornerstone-laying speech.

The time set by you for the ceremony, Wednesday, September 27, immediately preceeding the regular meeting of the Commission on the 28th and 29th, was satisfactory to Governor McKay, but he requested that as an accommodation to him the ceremony be held at 1:30 p.m. rather than at 3:00 p.m. Mr. Baldock has asked me to bring this to your attention.

Respectfully yours,

HBO/fm

Secretary

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Dedication
State Office Building Cornerstone Speech by Governor McKay 9/27/50

NOTED
State Highway Engineer

For many years there has been a need for adequate office space where the various functions of the Oregon State Highway Commission could be housed under one roof in close communication with each other. The shortage of office space became particularly acute after the destruction of the State House by fire on April 25, 1935.

At the legislative session of 1937 an act was passed authorizing the State Highway Commission to construct and maintain an office building in Salem. But, partly because of the limitation of the total cost and partly because of conditions leading up to World War II, nothing was done under the 1937 act.

So, by 1947, requirements for office space had increased until the State Highway Department was forced to split up its staff and house several important divisions in other buildings at considerable distance away from its headquarters.

This scattering of some of the important functions of the department and the inadequate facilities available in such makeshift housing, together with the overcrowding of the main offices in the State Office Building, made it mandatory that some relief be provided.

So, at the legislative session in 1947, a new act authorizing the construction of a highway office building was passed. And during the summer of 1947 preliminary sketches for the new building were prepared.

Authorization was given to proceed at the Highway Commission meeting held in Portland on December 20 and 21, 1948.

The architectural firm of Whitehouse, Church, Newberry and Roehr of Portland, Oregon were selected as architects, this same firm having been associated with the design of the State House as principal architect for the Public Service Building.

Under this contract, plans were prepared for a building of five stories with a full basement, giving a gross floor area of 145,298 square feet.

The Sound Construction Company of Seattle, Washington, were final low bidders with a bid of $1,571,931, and the contract was awarded to that firm. Work has proceeded at a reasonable rate, and completion of the building is expected in March, 1951.

-more-

September 27, 1950

Mr. Baldock:

Governor McKay asked that I furnish you with a copy of his speech dedicating the New Highway Office Building.
The speech is attached

(Mrs) Lucile Pavlik

In the planning of this building an attempt has been made to provide sufficient space for the needs of the State Highway Department for at least the next 35 years. But how accurate the estimates of future expansion prove to be can only be answered by the future.

Occupancy of this building which we are dedicating today will provide sufficient space to take care of the state's needs in Salem for at least five years. The fifth floor of the highway building will be used for offices other than those of the highway department. Then, too, there will be considerable space opened-up by transfer of the highway department from the old office building.

I am not implying that there will be <u>surplus</u> room in any state office building; rather, it appears that, for the first time in many years, <u>all</u> of Salem's state offices will be adequately housed in state buildings.

This has been part of the most intensive public building program ever conducted by the state of Oregon. In the postwar years, for instance, more was expended for construction on the campuses of Oregon than had been spent in the previous 87 years of the state's existence. And so it has been all along the line, although there are still many unmet building needs.

A lesson is to be drawn from what has happened in the realm of state building in postwar years. Such activities were virtually non-existant in World War II, but we took advantage of the lull to draw up detailed and extensive building programs, to be put into effect when men, materials and money became available again.

The wisdom of that policy cannot be overlooked, especially at this time when partial mobilization is <u>again</u> threatening public building in this state. So I am urging that all state departments repeat their exhaustive building-programming of the past war. To do less would constitute a disservice to the taxpayers of the state, their employes and the various wards of the state.

It is with this thought that I officially dedicate this building in the name of the great state which it will serve.

—

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SEP 14 1950
FOR FILING

24-3451
3250

September 12, 1950

Mr. Chas. H. Reynolds
State Highway Commissioner
Box 696
La Grande, Oregon

Dear Mr. Reynolds:

In answer to your communication of September 9, I am transmitting herewith a press release about the cornerstone ceremony.

I will explain the Summer-Winter Street story to you some other time when I have maps and can lay out the plan before you. The Governor advised that he will discuss this matter with the Commission some time in October.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

The laying of the cornerstone for the million-and-a-half-dollar State Highway Office Building, now under construction in the block bounded by Summer, Center, Capitol, and Chemeketa, will take place at 1:30 p.m. on Wednesday, September 27. The Honorable Douglas McKay, Governor of the State of Oregon, will make a short address, and Sam H. Chandler, Chairman of the State Highway Commission, will wield the trowel and set the stone firmly in place.

September 12, 1950

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

September 9, 1950

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

Mr. Devers has telephoned advising that the Capitol Planning Commission and the City of Salem were discussing the matter of one-way streets as pertaining to Winter and Summer in Salem. Evidently their ideas are as far apart as the seasons indicated by the names of the streets. My thought was that is a meeting on this question is necessary, which I hope it is not, that it would be most convenient to hold it on the 27th of September - that being the date for the laying of the corner stone on the new building.

In this connection, I am wondering if an official and formal invitation has been extended to Governor McKay as the principal speaker on this occasion.

Very truly yours,

Chas H Reynolds

CHR/vlw

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SEP 11 1950
OREGON
STATE HIGHWAY COMMISSION

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AUG 28 1950
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FORM E-20X 18M 6-49 32803

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1950

To: Mr. G. S. Paxson
Bridge Engineer

O F F I C E

SUBJECT: Contract No. 3250
State Highway Office Building
Salem

W. C. Williams

Section II "Excavation and Preparation of Site," Article 2-05 (d) states, "Last three feet of backfill around building shall be made with topsoil removed from within the building lines." The materials removed from within the building line were not sufficient to bring the ground to grade. Subsequently, the contractor has piled materials excavated from the heating system trench--materials which, I am informed, he intends to use in completing his backfill. These materials do not qualify as topsoil and I have so orally informed Mr. Nutting today. It is requested that, prior to the contractor's procuring topsoil to complete the grades specified in the contract, this office be notified as to the source and designated as the final authority in approving topsoil.

Topsoil is not defined in the specifications, to my knowledge. We will interpret same to mean a loam topsoil free from noxious weeds, such as, Morningglory, Canada Thistle, Wild Blackberry, Johnsongrass, Quackgrass or other noxious weeds as designated by Marion County authorities, free of clods, rocks or debris of any kind, and whose fertility is attested by the satisfactory growth of field or other crops. The depth to which topsoil may be taken will be determined by an examination at the source and will be restricted to depths that are essentially the same as the surface in organic content, color and mechanical composition.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be

cc: Mr. W. C. Williams

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AUG 21 1950
FOR FILING

24-3-51
2250

Salem, Oregon
August 11, 1950

Mr. M. H. Hauke
Auditor
Office

Dear Sir:

With reference to the accompanying draft of letter concerning different plans of amortizing the investment in the new Highway Office Building, I wish to comment as follows:

1. It is my opinion that the principal amount used should be the same for each of the three plans. If money for the building is to be borrowed, we should borrow money with which to pay for the site as well as for the building itself.

2. Where "costs per square foot" are shown, it is not made clear whether the square footage is for complete occupancy of the building or for partial occupancy; also, whether the square footage includes or excludes the basement area. I think that the letter should be clarified in this respect.

3. In the "Board of Control Ownership Plan," I think that consideration should be given to the fact that the rental rate for basement space is only 3¢ per square foot. This might be handled by using an average rate based on the proportionate areas of basement space and office space.

4. For fair comparison of the three plans, I think that total costs for a period of fifty or sixty years, including operating costs for the whole of the period, should be given.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

Encl.

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JUL 19 1950
FOR FILING

24-3451
3250

(41)

May 29, 1950

Mr. Ray H. Mills, Secretary
Oregon State Board of Control
106 Public Service Building
Salem, Oregon

Dear Mr. Mills:

The State Highway Commission at its recent meeting considered the matter of constructing a pedestrian tunnel connecting the new state highway building with the Public Service Building.

The Commission does not desire to divert money from highway usage for the construction of such a tunnel, but, in the construction of the building, arrangements are made so that the tunnel can be constructed at some future date if such construction appears necessary and desirable.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. G. S. Paxson

OREGON STATE BOARD OF CONTROL

SALEM

OFFICE OF SECRETARY

May 23, 1950

MEMBERS
DOUGLAS McKAY, GOVERNOR
EARL T. NEWBRY
SECRETARY OF STATE
WALTER J. PEARSON
STATE TREASURER

ROY H. MILLS
SECRETARY

Mr. R. H. Baldock
State Highway Engineer
State Office Building

Re: Tunnel for Highway Building

Dear Mr. Baldock:

The Board of Control today discussed the advisability of having a tunnel running from the north end of the Public Service Building to the new Highway Building on Block 86, City of Salem.

It seemed to the Board to be very desirable that such a tunnel be provided to avoid further congestion of traffic on Chemeketa Street and to provide a means for employees to reach the restaurant in the Public Service Building. Also, there are many contacts between your department and departments in the Public Service Building and the Capitol Building and, during periods of heavy traffic and inclement weather, it is very desirable that a tunnel be used. Also, as the Capitol Group of buildings is extended northward it will then be possible to further extend the tunnel to take care of the new construction.

The Board of Control has requested that the Highway Commission give further consideration to the advisability of constructing the tunnel, with the cost to be included as part of your building costs.

Yours very truly,

Roy H. Mills

Secretary

RHM:MM

cc - Governor McKay

OFFICE OF SECRETARY

AGENDA
MAY 25 1950

COMMISSIONERS
KEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

May 18, 1950

Church-Newberry-Roehr
Architects
320 Southwest Stark Street
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of April 26, transmitting an offer in the amount of $10,373 for the ventilating of all inside rooms from the first to the fourth floor inclusive of the new State Highway Office Building. We now have the approval of the State Highway Commission for this change, and you are authorized to prepare the necessary plans and get out the change order covering the addition.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc Raven Hutting
R. H. Baldock

NOTED
Engineer

SYC

AGENDA
MAY 2 5 1950

COMMISSIONERS
N R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

May 5, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

Referring to your letter of April 27 concerning installation of ventilating system.

I hereby approve the installation of such a system at the approximate cost of $10,373.00.

Very truly yours,

Chas H Reynolds

CHR/vlw

REFERRED TO
By State Highway Engineer

REFERRED TO
[illegible]
State Highway Engineer
on agenda for
for confirmation at
next meeting
STC

RECEIVED
MAY 31 1950
FOR FILING

24-3451

3250

Salem, Oregon
May 29, 1950

Mr. G. S. Paxson

The State Highway Commission has approved providing of ventilation for inside rooms in the new state highway office building at an estimated cost of $10,373.

W. C. Williams

WCW:ms

RECEIVED
MAY 1 1950
FOR FILING

AGENDA
MAY 1 1950
2.9

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

May 2, 1950

24-3:451
325

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 309
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

The Highway Commission is engaged in the construction of an office building in Salem and I understand that the construction costs are to be paid out of highway revenues. So far as I know the Commission has never given consideration to the several sources from which those revenues may be procured.

Information has come to me that some members of the legislature have appeared before the Secretary of State and have questioned the advisability of our using current highway revenues for the purpose of paying the costs of construction of the building and thus depleting to that extent the funds which would otherwise be available for highway construction. I think this matter should receive some thought by the Commission, and anticipating that the Commission will give the subject some thought I call your attention to two separate statutes pursuant to each of which the Commission is authorized to construct an office building and with respect to each there is provided a means of financing.

An act passed in 1939 authorizes the Highway Commission to construct an office building on a site approved by the Board of Control. That provision has been satisfied and conformance has been made. That law says to the Commission that it may finance the cost of the building by issuing and selling revenue bonds or revenue certificates, the debt to be redeemed out of rents to be paid by the Commission. In my opinion that method has a lot of merit.

The other is a special act by which the Commission is authorized to build an office building on a site approved by the Board of Control,

CCR

and as to the proposed site the provision of that law has been satisfied. That law provides that the building may be financed with funds borrowed through the Board of Control, which funds may by the Board of Control be procured from the State Industrial Accident Commission, the Retirement Fund, or other funds in the custody of the State Treasurer and available for loan purposes.

Whether the building be financed by bonds sold by the Commission, with revenue certificates, or money borrowed from the Board of Control, the debt is to be retired with rentals which the Highway Commission is to pay on the building, and the rentals are to be fixed on a basis which will repay the debt.

The Commission is also authorized to anticipate its future needs and build larger than is needed at present, and may rent the unoccupied space, the rentals to be paid into the building fund.

As I have said, I think this subject merits some thought for I am sure that bonds could be sold at somewhere in the neighborhood of one or one and one-half per cent interest, and I believe that money at that rate is cheap enough to warrant our using such money and then keeping our current revenues to meet our pressing highway construction jobs.

The Commission has authority to finance the construction of the building as it is now doing out of current highway revenues, but in view of the fact that we have found it necessary to use construction funds for maintenance purposes and thereby retard our construction program, and in view of the further fact that some members of the legislature are questioning at least the wisdom of our procedure, I think it well that the subject be studied.

Very truly yours,

J. M. DEVERS

JMD:HH

cc - R. H. Baldock
H. B. Glaisyer
Ralph Watson

RECEIVED
MAY 1 - 1950
FOR FILING

April 27, 1950

State Highway Commission

Gentlemen:

Re: State Highway Office Building

The specifications used at the first opening of bids for the Highway Office Building called for forced ventilation of the entire building. Bids under this specification were rejected as too high, and the project was entered readvertised with changes in the specifications which eliminated, among other things, the ventilation, except for toilets.

The building plan gives outside window space for all rooms except for two on each floor at the inside corners where the wings join the main section. These rooms are, for the most part, intended as file rooms, but a small number of employees will be working in them.

In our present quarters the same condition existed, and it was found necessary to put in forced ventilation about ten years ago. Ventilation of these inside rooms is necessary if we are to get maximum use of the space.

The ventilation of the inside rooms has been studied by the architects and the contractor. An offer to supply and install the needed ducts and equipment for $20,373.00 has been made by the contractor. I am recommending acceptance of this offer and authority to increase the project authorization by this amount.

Very truly yours,

R. H. Baldock
State Highway Engineer

CSP:gm
cc C. S. Pearson

RECEIVED
MAR 1 1950
FOR FILING

24-3451
3250

Salem, Oregon
February 28, 1950

MEMORANDUM TO

Mr. R. H. Baldock:

A review of the space allocations for the new highway office building discloses the following facts:

Two rooms, consisting of 750 square feet, have been allocated for the Weighmasters on the first floor. This space serves nine persons and nine desks at the present time and certainly does not anticipate much of any expansion in future years in that organization.

As a comparison, three rooms, consisting of 1,010 square feet, plus 200 square feet for files, have been allocated to the County and City Relations division on the fourth floor. This space serves five persons and five desks.

Likewise, two rooms, consisting of 890 square feet, have been allocated for the Division Engineer on the fourth floor, which, with the present organization, will serve four persons with four desks.

In addition to the above, there is considerable space unassigned on the fourth floor.

I would suggest that the space allocated to the Weighmasters be reconsidered as a transfer with either the County and City Relations division or the Division Engineer, or, as a third resort, the use of unassigned space on the fourth floor.

W. W. Stiffler

WWS:ms

cc Mr. W. C. Williams
Mr. R. B. Sipprell

NOTED
W. W. STIFFLER

3-9-50
Room # 38 on fourth floor assigned to Weighmasters 1970 sq. ft.
WWS

FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1950

SUBJECT:

To:

MEMORANDUM TO

Mr. R. H. Baldock:

A review of the space allocations for the new highway office building discloses the following facts:

Two rooms, consisting of 750 square feet, have been allocated for the Weighmasters on the first floor. This space serves nine persons and nine desks at the present time and certainly does not anticipate much of any expansion in future years in that organization. 800 □' Now

As a comparison, three rooms, consisting of 1,010 square feet, plus 200 square feet for files, have been allocated to the County and City Relations division on the fourth floor. This space serves five persons and five desks. 768 □' Now Incl. of Files

Likewise, two rooms, consisting of 850 square feet, have been allocated for the Division Engineer on the fourth floor, which, with the present organization, will serve four persons with four desks. 788 □' Now Did Have 990 □'

In addition to the above, there is considerable space unassigned on the fourth floor.

I would suggest that the space allocated to the Weighmasters be reconsidered as a transfer with either the County and City Relations division or the Division Engineer, or, as a third resort, the use of unassigned space on the fourth floor.

W. W. Stiffler

WWS:me

cc Mr. W. C. Williams
Mr. R. B. Sipprell

RECEIVED
FOR FILING

04-3451
325.

1694

File

February 21, 1950

Mr. W. H. Lynch, Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Attention of Mr. L. J. Caufield

Dear Sir:

Reference is made to your letter of February 16 concerning allotment of space for the District Office of the Bureau of Public Roads in the new Highway Office Building now under construction at Salem.

Under separate cover I am sending you a print from Drawing A-9 of the plans for the Highway Office Building, which shows the space allotted to the Bureau Public Roads, on this plan called "P.R.A." These quarters are on the fourth floor of the south wing in this new building. The rental rates for this space will be discussed at some future time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

Date: 2-17-50 ASSIGNMENT No. 1694
By _____

Description: L. J. Caufield's letter of 2-16-50 regarding space for Bureau of Public Roads in new State Highway Building

Acknowledged by _____ Referred to Person

Investigate and report with recommendation
Investigation, such action as necessary and prepare
Comment or recommendation
Return with rough draft of reply
Please prepare for Williams

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING
signature

Assignment executed _____ Report received _____

Remarks: Include drawing indicating space assigned.

2-21-50 WCW
me

Department of Commerce
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

February 16, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous conversations relative to the possibility of our Oregon District Office occupying space in the State Highway Building now under construction in Salem, Oregon.

The Bureau of Public Roads desires when possible to locate its District Offices in the Capital City of each State to economically facilitate the necessary contacts with the State Highway Departments. To this end, we have contemplated the establishment of our Oregon District Office in Salem.

Several months ago your Mr. G. S. Paxson contacted District Engineer Davis and secured a listing of space needed in the new State Highway building for District Offices. The space was shown on a drawing of the south side of the fourth floor of this building as unassigned. This drawing was returned to Mr. Paxson.

It is our recollection that the space necessary for our District Office was determined to be the south side of the fourth floor with the exception of the southwest corner room, but did include the southeast corner room.

While this matter has been discussed both with the Commission and yourself, we concur in your suggestion that it be made a matter of record. The Bureau of Public Roads, U. S. Department of Commerce, accordingly requests the Oregon State Highway Commission to allocate the space, previously indicated on the drawing, of the south side of the fourth floor of the State Highway Building now under construction at Salem, Oregon, to be used as offices for the Oregon District of the Bureau of Public Roads. The rental involved can be discussed in future correspondence.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

RECEIVED
FEB 8 1950
FOR FILING

24-3451
B2F

February 8, 1950

Church-Newberry-Roehr
Architects
320 Southwest Stark Street
Portland 4, Oregon

Gentlemen:

Reference is made to your invoice dated February 1 in the amount of $19,199.17, covering preparation of preliminary drawings for the State Highway Office Building. A warrant in this amount was mailed to your office on Friday, February 3, and you probably have received it prior to this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc C. S. Pearson

RECEIVED
JAN - 6 1950
FOR FILING

24-3451

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1950

SUBJECT: State Highway Office Building

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Herewith five copies of Order for State Force Work to cover the architects fee for the above job and two copies of the first billing by the architects for a part of their fee.

The Order for State Force Work has been prepared to cover the fee as set out in Article III (a) of the agreement between the State and the architects. The amount of the fee as shown on the order may or may not be the total amount due the architects. It is 6 percent of the total contracts let to date on the job. If we order the architects to prepare plans for additional contracts or extra work, we will be required, under the terms of the contract, to pay the architects for the same, and the amount of this order will have to be revised.

The architects' first billing is in line with Article (b) 1 of the agreement, being 20 percent of the total fee which was due them on their completion of satisfactory preliminary plans and studies.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG:gm
Attached

NOTED
W. C. WILLIAMS

cc G. S. Paxson
W. A. Reeves

William.
Plans approved and transmitted & sent to Hawke 1-5-50
WCW.

RECEIVED
DEC 29 1949
FOR FILING

Files

24-3451

325

December 28, 1949

Sound Construction & Engineering Co.
1300 Aloha Street
Seattle 9, Washington

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3250 which was awarded to you on November 8, 1949 by the State Highway Commission, for construction of the State Highway Office Building at Salem.

We are also sending a fully executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/28, 49

RECEIVED
DEC 13 1949
FOR FILING

24-3451
32 So

December 12, 1949

The Honorable Mayor and Common Council
City of Salem
Salem, Oregon

Gentlemen:

In the excavation for the basement of the new State Highway Office Building, in the block bounded by Capitol, Center, Summer and Chemeketa Streets, we have encountered a 6-inch sanitary sewer line which apparently serves the block just to the east of Capitol Street and between Center and Chemeketa Streets. This sewer apparently takes off from the manhole on the east side of Capitol Street, about the middle of the block between Chemeketa and Center Streets, and runs across the property to connect with a sewer on Center Street near its intersection with Summer Street. This sewer is above the elevation of our basement floor and cannot remain in place when the new building is built. We broke through the sewer line in our excavation, and are now carrying it, temporarily, at the site of the excavation.

This sewer line does not appear on any of the city maps, and there is no record of any easement across this property. It would seem to us that, in order to clear our property, a revision of this line is a matter which the city should handle. We cannot complete our excavation for the basement until the sewer is moved, and we would greatly appreciate as early action as is possible, so that our work may not be delayed.

Respectfully yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc J. L. Franzen
G. S. Paxson

RECEIVED
DEC 15 1949
FOR FILING

24-3451

3250

DAILY JOURNAL OF COMMERCE
Saturday December 10, 1949

Subs Announced On Highway Office

Seattle. — Sound Construction & Engineering Co., 1300 Aloha St., Seattle, has announced the names of subcontractors who are working on construction of the Oregon State Highway Commission office building at Salem.

The subs are: Heating and plumbing, Hansome Plumbing & Heating Co., Salem; bronze, Steel Products Inc., Seattle; brick, Smith Bros., 4519 S. E. Johnson Creek Road; concrete and excavation, Salem Sand & Gravel Co., Salem; wiring and fixtures, City Electric, Salem; plastering, Ray Carter, Boise, Ida.

Wire and iron, J. M. Fought Co., 2656 N. W. Pettygrove; reinforcing steel and pans, Soule Steel Co., 2630 N. W. St. Helens Road; granite and marble, Lutz Marble Works, Spalding Building; mill work, Nicolai-Neppach Co., 140 N. W. Everett St.; glass and glazing, W. P. Fuller & Co., 2131 N. W. Nicolai St.; flooring, Sound Construction Co.; tile work, Willard Art Tile Co., Portland.

Architects for the structure are Whitehouse, Church, Newberry & Roehr, Builders Exchange Building.

RECEIVED
DEC 28 1949
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

24-3451

3250

OREGON
STATE HIGHWAY COMMISSION
SALEM

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 9, 1949

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM | SERIAL
DAY LETTER | NIGHT LETTER

WESTERN UNION 1906
W. P. MARSHALL, PRESIDENT
(00)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate
FULL RATE | DEFERRED
CODE | NIGHT LETTER

COPY

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
PRA070 DL	PD	= WUX SEATTLE WASH 13 1017A=		

Send the following message, subject to the terms on back hereof, which are hereby agreed to

H D GLAISYER SECRETARY = DEC 13 AM 11 01

OREGON STATE HIGHWAY COMMISSION

REFERENCE CONTRACT FOR CONSTRUCTION OF STATE HIGHWAY OFFICE BUILDING

YOU HAVE OUR AUTHORIZATION TO DELETE WORDING "EXECUTED BY PARTY OF SECOND PART IN THE PRESENCE OF" ABOVE SIGNATURE OF SECRETARY =

R H LUKENS VICE PRESIDENT SOUND CONSTRUCTION AND ENGINEERING CO=

J. J. DEVERS

JMD:NH

THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

C O P Y

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

December 9, 1949

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

C O P Y

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 12, 1949

Sound Construction and Engineering Co.
1300 Aloha Street
Seattle 9, Washington

Contract agreement for construction of Highway Department Office Building signed by President only as party of second part. Signature of Secretary is as witness only and is not acceptable. Please wire authority to delete wording "Executed by Party of Second Part in the presence of:" above signature of secretary.

H. B. Glaisyer, Secretary

OREGON STATE HIGHWAY COMMISSION

J. M. DEVERS

JMD:NH

Dear Mr. Glaisyer:

Attached are the three copies and one partial copy of the contract for the new office building. I have approved the contract as to form and legality, but before you release any one of these copies, especially to the surety company and the contractor, please contact the contractor with respect to the manner in which the contract has been executed by the secretary. You will note that the secretary has signed as a witness only. If the corporation's by-laws and other regulations require the documents, in order to bind the company, to be signed by the president and the secretary, then the execution of this instrument is not complete because as I have said the secretary's name is attached as a witness to the signature of the president.

When the bond was signed it was signed by the president and the secretary with no witnesses, so the form of execution of the bond suggests that the secretary should sign not as a witness but as an officer of the company.

This irregularity can be cured by merely lining out the words "Executed by party of the second part in presence of." I think this matter should be cleared up before we release these contracts, and I have approved them now merely to save you the trouble of bringing them back after you get this irregularity taken care of.

Very truly yours,

(Signed) J. M. DEVERS

J. M. DEVERS

JMD:NH

RECEIVED
DEC 28 1949
FOR FILING
COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

COPY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Nov. 16, 1949

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

Yesterday, I was given a draft of the proposed contract, the subject of which is the construction of the Highway Office Building, and I was asked to examine the contract and approve the same. I didn't get time to work on it yesterday, so I took it home and went over it last night.

The contract is made up primarily of exhibits that are made definite parts of the agreement. With respect to the exhibits such as plans, specifications, engineering and architectural changes and other items, I am not qualified or expected to pass on for they are matters which must necessarily be approved by the architects and the engineer.

I have examined the contract proper, and I have this item to which I call attention: On page 11, item 38, there is this language: "Preference shall be given to materials and products manufactured in the State of Oregon." Section 98-301, O.C.L.A., says that public officials in connection with the construction of buildings or other public facilities are authorized to give "such contracts and employment to and purchase such materials and supplies from persons and concerns manufacturing same in the state of Oregon; provided, that the bids of such persons or concerns or the prices quoted by them shall not exceed by more than five per cent the lowest bid or prices quoted by persons and concerns manufacturing the same elsewhere, and when in their opinion the public good will in any way be served thereby; provided, however, that no goods and materials shall be entitled to above preference, in which the major portion of the work of manufacturing the same shall be done outside the state of Oregon."

I call attention to this statute and its provisions for such purpose as it may serve when the question of preference is under consideration.

I have approved the form of contract submitted to me with respect to form and legality only, and in the light of my comments made in this letter, which should be attached to the Commission's copy of the executed agreement.

Yours very truly,

(Signed) J. M. DEVERS

J. M. DEVERS

JMD:FRC

RECEIVED
NOV 10 1949
FOR FILING

24 - 3451
3250

November 9, 1949

Sound Construction and Engineering Company
1300 Alohe Street
Seattle, Washington

Gentlemen:

The State Highway Commission on November 7, 1949 awarded you the contract for construction of the State Highway Department Office Building in Salem, Marion County. This award was based on your low bid of $1,599,931.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert
G. S. Peterson

RECEIVED
DEC 23 1949
FOR FILING

NOA-10

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

24-3451

3250

November 9, 1949

Portland General Electric Company

Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

The State of Oregon, acting by and through its State Highway Commission, has purchased the real property in Block 86 and intends to use the same for the construction thereon of an office building. The Commission received a satisfactory bid yesterday for the construction of the building and has awarded the contract.

There is before the City Council for affirmative action the matter of the vacation of the alley in that block. The power company has some poles which necessarily will have to be moved and I suppose reinstated at some place where it will be more convenient for your company to service the new building when constructed. I have been instructed by the Highway Commission to request the removal of the company's facilities so that the contractor may proceed with his work.

I shall appreciate a reply.

Very truly yours,

J. M. DEVERS

JMD:NH

cc - W. C. Williams

IBM 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 9, 1949

Pacific Telephone and Telegraph Company

Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

The Highway Commission, as you already know, has purchased all of the real property in Block 86 for the purpose of constructing thereon a new office building. The City Council has now before it for action the vacation of the alley in that Block. The Telephone Company has some poles and other fixtures in the alley which necessarily will have to be moved.

I have been instructed by the Highway Commission to request that the poles be moved at a very early date so that the State's contractor can proceed with his contract. I presume in the removal and reinstatement of the poles you will have in mind the servicing of the new office building when constructed.

I will appreciate a reply at your early convenience.

Very truly yours,

J. M. DEVERS

JMD:WH

cc - W. C. Williams

RECEIVED
OCT 25 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

24-3451
3250

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 24, 1949

Mr. Chris Kowitz
City Attorney
City Hall
Salem, Oregon

Dear Mr. Kowitz:

It has been called to my attention that in connection with the construction of the new state office building by the State Highway Commission it will be necessary to vacate the alley in that block.

The State has acquired all of Block 86 and therefore is the owner of all the property involved. I will appreciate it if you will tell me how we should proceed to have the alley closed or vacated.

There is another matter which is involved in the construction of the office building, and that has to do with the power and telephone lines which occupy the alley. I presume that the ordinance or ordinances pursuant to which the power company and the telephone company have placed their equipment in the alley contain previsions requiring that when called upon by the City the facilities will be moved without expense to the City.

I will appreciate it if you will tell me how to proceed with respect to this matter too.

With kindest regards, I am

Yours very truly,

J. M. DEVERS

JMD:AWP
cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
FOR FILING

24-3451

2250

CHURCH
NEWBERRY
ROEHR
ARCHITECTS

October 4, 1949

NOTED
W. C. WILLIAMS

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Re: State Highway Office Building
Salem, Oregon

Gentlemen:

As directed by the Highway Commission at their meeting in Portland, September 20, 1949, we have made the necessary revisions to the subject building plans and specifications and they will be ready to reissue by Monday, October 10, 1949. If you could place the advertisement for bids in the paper on Friday, October 7th it would be satisfactory to us.

The revisions have been made in the form of an Addenda with attached drawings to cover points which could not be explained in writing. We will send these revisions to all persons who have taken out drawings or specifications.

A copy of the changes will be sent to you as soon as they are printed.

Before bidding time we will send out a new proposal and proposal bond form as the ones incorporated in the specifications were used by the Contractors at the last bidding.

Very truly yours,

CHURCH NEWBERRY ROEHR
320 S. W. Stark St.

By Earl P. Newberry
Earl P. Newberry

EPN:am

RECEIVED
OCT
STATE HIGHWAY COMMISSION

Copies to persons taking plans

STATE HIGHWAY OFFICE BUILDING

Salem, Oregon

Whitehouse, Church, Newberry & Roehr, Architects

ADDENDA #1 TO REVISIONS DATED OCTOBER 7, 1949

October 28, 1949

GENERAL: This addenda together with the "General Conditions", "Special Conditions" (Supplementary), Revisions to Basic Plans and Specifications Dated August 22, 1949, and drawings shall form a part of this contract. The intentions of this addenda is to set forth only the changes, deductions or additions which are to be made from the requirements of the original specifications and drawings. The original specifications and drawings shall remain in full force and effect except as specifically modified by this addenda.

ITEM NO. 1:

General Revisions - Drawing Sk-5 dated October 7, 1949

a. Unit type steel frame with wood door applies to openings B-8, B-40, B-41, B-42, B-43, B-56, B-64, B-65. Hardware shall be changed to suit.

ITEM NO. 2:

a. Sheet A-3. Frame #9 for door B-23 to remain as shown.
b. Sheet A-3. Doors B-37, B-59, B-70. Door frames to remain as shown. Frame #13.
c. Provide steel sub-bucks and unit type frames on doors B-1, B-12, B-27, B-36, B-67.

ITEM NO. 3:

a. Eliminate the following brass thresholds - 38 on First Floor between Corridor and Offices. Eliminate 4 between Corridor and Electric Cabinets. Eliminate 30 brass thresholds in Basement between Corridor and adjoining rooms.

ITEM NO. 4:

Page 2 of General Revisions - Par. 2-a. Add toilet room #46. Note that toilet rooms 17 and 18 have been eliminated as shown on drawing Sk-2.

ITEM NO. 5:

Section IV - Concrete and Cement Work

4-24 (a) - Concrete Walks &Drive: New concrete walks to be marked off to approximately 3' x 3' squares. All concrete walks to be 5" thick. Provide expansion joints 21'-0" c.c. and at intersection of walks with walks to building entrances and to curb lines.

ITEM NO. 6:

Page 1 of General Revisions. Par. 1-c: Door 108 should read 181. Terrazzo to be omitted from archways on each side of Main Lobby to exterior doors at end of Corridors.

Approved Materials

Price Building Specialties Co. - Metal Toilet Compartments
The Safe Tread Co., Inc. - Abrasive Metals.
Washington Brick Co. - Glazed Blocks.
Natco Glazed Blocks
Stark Brick Co. - Glazed Blocks.

(Where door openings are located in glazed block walls, Mill Contractor shall adjust door sizes to fit block dimensions where blocks are a different size than shown on Architect's details. Architect will furnish detail when block manufacturer is determined.)

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September 16, 1949

STATE HIGHWAY OFFICE BUILDING
Salem, Oregon

Whitehouse, Church, Newberry & Roehr, Architects
Portland, Oregon

ADDENDA #2

General: This addenda together with the "General Conditions", "Special Conditions" (Supplementary) and drawings shall form a part of this contract. The intention of this Addenda is to set forth only the changes, deductions or additions which are to be made from the requirements of the original specifications and drawings. The original specifications and drawings shall remain in full force and effect, except as specifically modified by this addenda.

1. Section XXVIII - Kitchen Equipment:

Approved equipment:

Item No.

4. "Cederquist" stool seats
8. "Everfrost" sink
9. "Everfrost" dispenser unit
10. "Everfrost" disher vat unit
11. "Everfrost" ice cream unit
15B. "General Electric" blower unit
17. "General Electric" condensing unit. Frigidaire Condensing units.
22. "Hotpoint" units for hot food table
26. "Hobart" slicer
28. "Hobart" chopper
29. "United Reach-In" refrigerator. Frigidaire #R1L 26.9 cu. ft.
30. "Hotpoint" range
31. "Hotpoint"range
33. "Dohrco Xtractaire" ventilator. G. W. ventilator
34. "Hobart" mixer. #422 Reco Mixer
38. "Colt Autosan" dishwasher. #1 AWR champion dishwasher.

2. Section XXIII - Finished Hardware:

Par. 23-03 - Scope:

c. Box strikes may be wrought bronze

3. Section VIII - Roofing and Sheet Metal:

Par. 8-05 - (b) 4:

Delete reference to type #8 through wall flashing and furnish flashing of the type required for the wall thickness shown on plans.

4. Section VII - Brick, Hollow Tile, Etc.:

Gypsum Tile may be used in place of clay tile specified in Par. 7-09 on all locations except the Basement. Gypsum tile shall be of the same thickness as noted for clay tile.

5. Section XXVII - Lighting Fixtures:

Par. 27-01 - Scope - (1):

Delete reference to "erection and connection" of fixtures. Manufacturer of fixtures is not required to hang same, but may arrange with Electrical Wiring Contractor for erection if they so desire.

Par. 27-05:

The following lighting fixtures are approved as equal to the Type A specified.

1. G. E. Holoflux - 9110 Series.
2. Westinghouse - Type CL 80 and 120
3. Sunbeam - The "Streamliner" Ca 4003 Series.
4. Graybar - 9200 Series
5. Baker-Barkon - S5040.

All Type "A" fixtures shall be equipped with hinged glass doors and latches so servicing and relamping is easily and quickly performed. Hinged glass panels shall be constructed with sufficient bracing and of a heavy metal to prevent warping or racking.

Manufacturers of lighting fixtures not listed by name, but who will construct the fixtures in accordance with the specifications are approved subject to approval of their shop drawings.

6. Approved Acoustical Material:

Acousti-Glas
Dantone Incombustible Acoustical Tile
Tile shall have a minimum light reflection of 70%.

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3250

September 13, 1949

Church-Newberry-Roehr
320 Southwest Stark Street
Portland 4, Oregon

Gentlemen:

Re: Lighting Fixtures
New State Highway Office Building

We have received complaints from two suppliers of lighting fixtures, concerning the specifications for the fixtures in the new state highway office building. Their complaint is that the specifications are so drawn that the Baker-Barkon Company is the only one that can compete, even though the fixtures which the suppliers have to offer are equal in every way in quality.

We must not be placed in a position of barring legitimate firms from competing on these fixtures, and must ask that you arrange so that every consideration will be given all legitimate suppliers of fixtures which meet our requirements.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:ga
cc G. S. Paxson

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MONTHLY CHARGE NECESSARY TO AMORTIZE CONSTRUCTION COST

NEW HIGHWAY OFFICE BUILDING

Amortization Period - 25 years

Interest Rate - 2 per cent

I. ESTIMATE OF INITIAL COST OF CONSTRUCTION

Site	$ 246,000
Construction contract	1,660,000
Architects fees	100,000
Contribution to paving and landscaping of Summer Street (As per HB-396)	37,000
Landscaping of building site	13,000
Contingencies	43,100
	$2,100,000

II. AMORTIZATION CHARGE

Monthly amortization charge:

$2,100,000 amortized over a period of 25 years with interest at 2 per cent — $8,960

III. MONTHLY CHARGE PER SQUARE FOOT, AMORTIZATION ONLY

	Figured for Presently Assigned Space			Figured for Total Available Space		
	Sq.ft.	Rate	Amount	Sq.ft.	Rate	Amount
Office Space	71,500	11.8¢	$8,450	84,800	9.9¢	$8,414
Basement Space	17,000	3.0¢	510	18,200	3.0¢	546
Totals	88,500		$8,960	103,000		$8,960
Averages		10.1¢			8.7¢	

September 14, 1949

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SEP 14 1949
FOR FILING

24-3451
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September 9, 1949

Oregon State Highway Commission

Gentlemen:

The enclosed statement is an estimate of the cost, expressed in cents per month per square foot, of the construction, maintenance and operation of the new Highway Building.

The costs arrived at include an amortization charge for the initial investment which charge is figured for a period of forty years with interest at two per cent.

The initial investment is estimated at $2,100,000, of which $1,660,000 is for the building contract for which bids are to be received on September 20. Results of the bidding may necessitate some revision of that item.

The estimate for operation expense has for the base, the amounts budgeted by the Secretary of State for the operation of the State Office Building now nearing completion, which amounts are, in turn, based on the costs experienced in the operation of other buildings in the Capitol group.

On the basis of total square footage of space available in the building, the monthly cost per square foot figures 11.5¢ (5¢ for basement space and 12.9¢ for office space). On the basis of space to be occupied immediately following construction, the monthly cost per square foot figures 12.7¢ (5¢ for basement space and 14.4¢ for office space).

We are informed that the charges to be made for space in the State Office Building now nearing completion are to be 10¢ for office space and 3¢ for space in the basement. These rates are fixed to amortize the initial investment in 25 years, but are not intended to cover any part of the maintenance and operation expense, which expense is to be paid by appropriation from the State's General Fund, without charge to the occupying departments.

Very truly yours,

SHP/gs
Encl.

R. H. Baldock
State Highway Engineer

CALCULATION OF MONTHLY COST OF CONSTRUCTION, MAINTENANCE AND OPERATION

[redacted] BUILDING AT SALEM

September 9, 1949

I. ESTIMATE OF INITIAL COST OF CONSTRUCTION

Site	$ 246,900
Construction contract	1,660,000
Architects fees	100,000
Contribution to paving and landscaping of Sumner Street (As per HB-396)	37,000
Landscaping of building site	13,000
Contingencies	43,100
	$2,100,000

II. ESTIMATE OF MONTHLY COST

Monthly amortization charge:			
$2,100,000 amortized over a period of 40 years at 2% interest			$ 6,390
Operation expense:			
a. Pay roll:			
1 Head janitor	$240	$ 240	
1 Maintenance repairman	220	220	
11 Janitors	160	1,760	
2 Watchmen	160	320	
1 Gardner	160	160	
2 Elevator operators	150	300	
1 Matron	150	150	
			3,150
b. Other operating expenses:			
Heat, power and water		$1,250	
Supplies		200	
Payments to restoration fund		275	
Payments to retirement fund (6%)		200	
Industrial accident insurance (0.6%)		20	
Miscellaneous		30	
			1,975
Repair and maintenance expense:			
Painting, repairs, renewals, etc. (at an annual rate of 0.2% of original investment)			350
Total cost per month (amortization charge, operating expense, maintenance expense)			$ 11,865

XII. ESTIMATE OF MONTHLY COST PER SQUARE FOOT OF SPACE

	With Only Presently Assigned Space Rented			With All Available Space Rented		
	Sq.Ft.	Rate	Amount	Sq.Ft.	Rate	Amount
Office Space	71,500	14.6¢	$10,415.00	86,800	12.9¢	$10,955.00
Basement Space	17,000	5.0¢	850.00	16,200	5.0¢	810.00
Totals	88,500		$11,265.00*	103,000		$11,765.00
Averages		12.7¢			11.5¢	

* With only the presently assigned space occupied, the monthly cost will be $600 less than with all space occupied.

RECEIVED
SEP 13 1949
FOR FILING

24-3451

3250

DIE
Highway Engineer

August 30, 1949

State Fire Marshall
Salem, Oregon

Re: New State Highway Building

Dear Sir:

Enclosed please find a set of plans on the subject building which we sent you for approval on April 18, 1949. Our letter of the same date explains the plans in detail as to stairs and standpipes.

On April 22, 1949 we received a letter from your office approving the building and all the features as we had outlined them and containing no suggested changes. You will note that your letter refers to our drawings dated March 30, 1949. If you will compare these preliminary drawings with the working drawings you will note there has not been any change even in minor features of the building.

I believe you readily appreciate why it is necessary for an Architect to obtain approval of his preliminary drawings before he starts working drawings. Stairs are such an integral part of the building that they cannot be shifted promiscuously about in the building after the design has once been set.

As it has always been the policy of this office to submit our plans to your office for approval before proceeding with working drawings, it was rather a surprise to receive a call from your deputy, Mr. Gilson, stating the plans were not approved even though he had sent us a letter to the contrary on April 22, 1949.

We trust that you will see fit to stand by your approval as a change at this time would not only seriously delay construction and put the State to a considerable expense, but will be very embarrassing to the Highway Commission.

Very truly yours,

CHURCH-NEWBERRY-ROEHR
320 S. W. Stark St.

By _____
[illegible] P. Newberry

EPN:am
cc: Baldock
Mills

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1949
FOR FILING

24-B451

3250

August 25, 1949

Church-Newberry-Roehr
320 Southwest Stark Street
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of your letter dated August 22 to which was attached the names of nine contractors whom you thought might be interested in bidding on the State Highway Office Building in Salem on September 20th.

For your information copies of the "Advertisement for Bids" were sent all of the contractors listed. We also advised W. C. Smith, Inc., Ross B. Hammond, Kuney Johnson Company, George M. Buckler Company, Lease & Leigland, and Henry George that their firms are not prequalified with the State Highway Department and enclosed forms to them with instructions as to their use.

With the thought in mind that it might save considerable telephoning and letter writing, we are enclosing a list of contractors who are presently prequalified in what appears to be a sufficient amount to bid on this job. Those names marked * appeared on your list to us.

You will note on the list attached that the factor used in determining their prequalification is shown. We realize that borderline cases may arise, and that due to the contractor's good experience rating it might be entirely legitimate to provide a higher factor than the one shown. It is our thought in this matter that if and when these borderline cases arise that each of them should be dealt with individually and specifically on the merits of the particular contractor involved.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:wd
Enc.

cc - C. S. Pearson

CHURCH
NEWBERRY
ROEHR
ARCHITECTS

August 22, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

As requested by you by phone last Friday, we inclose a list of the General Contractors who bid on the New State Office Building (Public Service Building) and who we believe might be interested in bidding the new State Highway Building. Also included is the name of an additional contractor who did not bid before, but might be interested now.

Very truly yours,

CHURCH-NEWBERRY-ROEHR
320 S. W. Stark St.

By Walter E. Church/a.m.
Walter E. Church

WEC:am
Inc.

GENERAL CONTRACTORS

Bidders on new State Office Building (Public Service Building) who might be bidders on State Highway Office Building.

Prequal. 1948+49

✓ No — 1. W. C. Smith, Inc. - Board of Trade Bldg., Portland 4,

✓ 5,000,000 (1949) 2. Sound Construction & Engineering Co., P.O. Box 573, Salem, or 1403 W. 45th St., Seattle, Washington.

No — 3. Ross B. Hammond - P.O. Box 3901, Portland 7, Oregon

✓ 10,000,000 (1949) 4. Guy F. Atkinson - 10 W. Orange Ave., South San Francisco, California or 806 Cascade Building, Portland 4,.

No — 5. Kuney Johnson Co. - 235 Ninth, N., Seattle 5, Washington

No — 6. George H. Buckler Co. - Lewis Building, Portland 4, Ore.

✓ 3,000,000 (1949) 7. L. H. Hoffman - 715 S. W. Columbia Ave., Portland, Ore.

No —— 8. Lease & Leigland - 1501 N. 35th St., Seattle 3, Washington.

Other General Contractors who might be interested in bidding on State Highway Office Building.

No —— 9. Henry George - Spokane, Washington

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24-3451

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Publish 8-19-49 8-22-49

Daylight

8-19-49

ADVERTISEMENT FOR BIDS

Sealed proposals will be received by the Oregon State Highway Commission, in the Green Room of the Imperial Hotel, in Portland, Oregon, at 9 o'clock A.M. daylight saving time, September 20, 1949, for the construction of an Office Building at Salem, Oregon, for the State of Oregon, and will then and there be opened and publicly read aloud. Bids received after the time fixed for opening will not be considered.

Plans, specifications, and forms of contract documents may be obtained in the office of Whitehouse, Church, Newberry & Roehr, Architects, at 619 Builders Exchange Building, Portland 4, Oregon, upon deposit of Fifty Dollars ($50.00).

The full amount of deposit for one set of documents will be returned to each actual bidder within a reasonable time after receipt of bids.

All Contractors shall comply with all state laws pertaining to the qualification of bidders, and particularly title 98, chapter 1, Oregon Compiled Laws Annotated. Yours

Each proposal shall be made out on a bid form contained in the contract documents and shall be accompanied by a certified check or bid bond made payable to the Oregon State Highway Commission in an amount not less than 5% of the total amount of the proposal.

The Oregon State Highway Commission reserves the right to reject any or all bids.

No bidder may withdraw his bid after the hour set for the opening unless said award is delayed for a period exceeding 30 days.

OREGON STATE HIGHWAY COMMISSION
by H.B. Glaisyer, Secretary

Date August

This copy furnished by architects 8/19/49

AGENDA
SEP 1 9 1949

OREGON STATE BOARD OF CONTROL

SALEM

MEMBERS
DOUGLAS McKAY . . . GOVERNOR
EARL T. NEWBRY
SECRETARY OF STATE
WALTER J. PEARSON
STATE TREASURER

ROY H. MILLS . . . . SECRETARY

OFFICE OF SECRETARY

August 5, 1949

Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

There is attached hereto, for your information, three copies of letter from the Capitol Planning Commission, addressed to the State Board of Control, relative to the proposed new State Highway Office Building.

Yours very truly,

ROY H. MILLS, Secretary

By William C. Ryan
William C. Ryan
Supervisor of State Institutions

WCR:MM

RECEIVED
AUG 9 1949
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Janzen
agenda

E. R.

CAPITOL PLANNING COMMISSION

Salem, Oregon

August 3, 1949

Oregon State Board of Control
Capitol Building
Salem, Oregon

Gentlemen:

As required by the act establishing the Capitol Planning Commission, there is submitted herewith the report and recommendations of the Capitol Planning Commission with respect to the proposed State Highway Office Building.

Our Commission approves the site location and the alignment of the East Sumner Street front of the building to conform to the line as now established at the State Public Service Building, all as indicated by the architects on their plans dated March 30, 1949. The Commission, however, suggests that the plans for the service entrance on Chemeketa Street and the plans for landscaping be held in abeyance.

We are making this advance report regarding the building location in order that there might be no delay in proceeding towards construction.

Yours truly,

Robert W. Sawyer (signed)
Chairman

COPY

AGENDA
AUG 1 19

COMMISSIONERS
BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 21, 1949

AGENDA
AUG. 1 9 1949

Special

State Highway Commission

Gentlemen:

Herewith a copy of the outline specifications for the State Highway Department Office Building in Salem. The architects hope to have a draft of the detailed specifications ready for your consideration at the August meeting of the Commission. This outline, however, will give you the general type of construction which they are proposing.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

Special

OUTLINE SPECIFICATIONS

For

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

- -

1. Foundation & Structural Frame: Reinforced concrete.

2. Exterior Facing: Vermont or Georgia White Marble.

3. Interior Marble: Lobby & Elevator corridor, first floor - Swedish Cippolino - Verde Antique base.

4. Windows and Spandrels: Bronze, Casement type with hopper bottoms.

5. Roofing: 4-ply built-up asbestos felt over 2" insulation.

6. Flashing and Sheet Metal: 16 oz. copper.

7. Exterior Doors: Bronze and glass.

8. Interior Woodwork: Rift sawn oak. Flush doors. Glass in corridor doors.

9. Interior Partitions: 4" T.C. tile - plastered. White sand finish, painted. Steel partitions - Hauserman - semi-flush type.

10. Ceilings: Suspended metal lath and plaster with acoustical tile finish.

11. Glazing: 1/4" thick heat absorbing glass.

12. Floors: Offices - 3/16" thick asphalt tile. 1st floor lobby and corridor - Terrazzo.

13. Toilet Rooms: Ceramic tile floors. Glazed block walls. Wall hung toilets. Wall hung urinals with automatic flush valves. Ceiling hung metal toilet partitions.

14. Elevators: Automatic levelling passenger elevators. Hydrolic freight elevator.

15. Wiring: Metallic conduit. 2 channel underfloor ducts for 110 V. and telephone. Separate conduit for inter-communication system transfered from present building. Fire alarm and watchman service connected to existing Capitol system.

16. Lighting: Ceiling mounted, fluorescent type fixtures to produce 30 ft. candles of maintained illumination at desk level. 75 ft. candles in drafting rooms.

17. Heating and Ventilation: Split system, Steam supplied from central heating plant. Semi-flush convectors. Cooling by refrigeration. (Alternate)

18. Hardware: Heavy dutytype, bronze finish.

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EP 2451

DAILY JOURNAL OF COMMERCE

Thursday, August 11, 1949

State Highway Office Building

The State Highway Office Building, pictured above, will probably go out for bids late this month. The five-story building will be of marble with bronze windows and spandrels to conform with other buildings at Salem in the Capitol group. When completed, it will be used by the State Highway Department, the Bureau of Public Roads and other agencies which are concerned with improvement of roads in the state, allowing for consolidation of planning and supervision. Plans for the building are being completed by Architects Whitehouse, Church, Newberry & Roehr.

Bid Call Planned Late in Month For State Building

A bid invitation is tentatively scheduled for the latter part of this month for the construction of the State Highway Office Building in Salem. Plans are being completed by Architects Whitehouse, Church, Newberry & Roehr, Builders Exchange Building, Portland.

The building will contain a net floor area of 101,400 square feet. It will have five stories and a basement. The exterior will be of marble, with bronze windows and spandrels to conform with other buildings of the Capitol group.

Part of the structure will be occupied by district offices of the Bureau of Public Roads, now located in Portland.

It is estimated that 15 months will be required to complete construction of the project.

Architects Whitehouse, Church, Newberry & Roehr were also architects for the new State Office Building, State Library Building and associate architects on the State Capitol Building.

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AUG 4 1949
FOR FILING

24-3457

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1949

SUBJECT: Landscaping of the New State Highway Office Building

To: Mr. G. S. Paxson
Bridge Engineer

Thru: Mr. W. C. Williams
Assistant Highway Engineer

Reference is made to your communication of March 7 attaching a print of the vicinity map of the subject building and requesting us to mark which trees should be saved for our permanent landscaping. This print is returned herewith and all trees which should be saved are marked with a red circle.

These marks include two trees, a Pink Flowering Dogwood and a Japanese Maple, which are within construction lines and will have to be boxed and held in a temporary location until the building construction is completed. You will note that a forty-eight inch Elm within the court yard is specified for saving. It is particularly important that adequate guards be placed around the trunk of this tree to protect the tree from injury during construction. There is one large limb on this Elm which will interfere with the building and will have to be removed prior to construction. It is not known whether necessary pruning on this tree is desirable for inclusion in the construction contract. In my estimation, it would be preferable to employ the services of an experienced tree trimmer with adequate equipment to perform this pruning. The Sequoia off the southeast corner of the building should also have special provision for protection during construction. You will note that we have marked the majority of the trees in the parking strip for saving. If the contractor is to be permitted to utilize this space for construction purposes, provision for protecting their trunks should also be made. This can be accomplished in all cases by a substantial plank covering around the tree trunks.

It is also recommended that the construction contract specify that no fill material other than approved topsoil be placed within three feet of the ground level around the base of the building. The contract should also specify, that in filling any basement excavations of existing houses, that only selected material be utilized in the top three feet and that the top foot be approved topsoil. We will be glad to help you frame these restrictive clauses.

There is also attached for your information a copy of the preliminary plan for the planting of the building.

Mark H. Astrup
Landscape Engineer

MHA:be
Attachments

RECEIVED
AUG 1 1949
FOR FILING

FORM B-3008 10M 8-48 88204

24-3451
3250

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1949

SUBJECT: State Highway Office Building

To: Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

I have hurridly examined the copy of the following papers, "Advertisement For Bids," "Instructions To Bidders," "Security to Be Furnished By Each Bidder," and "General Conditions Of The Contract" as submitted to me by you last Friday. All of the foregoing have to do with the proposed new office building which the Highway Commission plans to construct.

I make the following observations:

Article 33. Personal Liability of Public Officials.

The language used attempts to free entirely not only the State but the architect, members of the Highway Commission, or other officials connected with the work from all liability, personal and official. I am not suggesting a change in that language, but I call attention to the fact that I do not believe under the law the individuals connected with this project can be relieved of what is called in law a tort. In other words, while the State is not liable for the torts of its officers, agents or employees, such exemption does not relieve employees or officials of the results of their individual negligence or carelessness.

Article 38. Purchase of Materials.

Under this heading there is this language, "Preference shall be given to materials and products manufactured in the State of Oregon." That language is broader than the language of the statute. The statute says:

> "Any person, committee, board, officer, or any other person charged with the purchase, or permitted or authorized to purchase supplies, goods, wares, merchandise, manufactures, or produce, for the use of the state or any of its institutions or offices, or for the use of any county, city, town, or school district, or of any of their institutions or offices, shall always, price, fitness, and quality being equal, prefer such supplies, goods, wares, merchandise, manufactures, or produce

as has been grown, manufactured, or produced in this state; and shall next prefer such as have been partially so manufactured, grown, or produced in this state."

You will note from reading the foregoing statute that there are some qualifications and some conditions to which Oregon commodities must conform before they are entitled to preference.

You have attached to the foregoing papers copies of the proposed form of bid proposal and a copy of the proposed proposal bond and proposed contract form.

I think, perhaps, all of the above-enumerated forms except the contract may be used. I shall have to rewrite the form of contract because of conflicts between the proposed form and the specifications and other details. I shall try to get this new form out quickly and have it multilithed so that there will be sufficient copies to submit to all bidders. The principal differences or conflicts in this form have to do with information as to where the proposal forms and other matters to bidders may be found and conflicts between the authority which is in this form vested in the Engineer and in the building form must be vested in the Architect.

Very truly yours,

J. M. DEVERS

JMD:NH

CC - R. H. Baldock

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1949

SUBJECT: State Highway Office Building

To: Mr. J. H. Devers
Chief Counsel
O f f i c e

Dear Sir:

Herewith a copy of the draft of the general provisions for the new State Highway Office Building. I have gone over these carefully, and the draft submitted contains the revisions which I have made. In order to get the specifications to the Highway Commission for their consideration prior to the next Commission meeting, I have returned a copy of this draft to the architects, so that they may get it in form for presentation.

We will still have opportunity to revise these provisions before sending them out to contractors for bidding. It would be appreciated if you would look them over and let me know of any revisions which you think necessary.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc R. H. Baldock

ADVERTISEMENT FOR BIDS

Sealed proposals will be received by the Oregon State Highway Commission, in the Green Room of the Imperial Hotel, in Portland, Oregon, at _____ o'clock, _____, 1949, for the construction of an Office Building at Salem, Oregon, for the State of Oregon, and will then and there be opened and publicly read aloud. Bids received after the time fixed for opening the same will not be considered.

Plans, specifications, and forms of contract documents may be obtained in the office of Whitehouse, Church, Newberry & Roehr, Architects, at 619 Builders Exchange Building, Portland 4, Oregon, upon deposit of Fifty Dollars ($50.00).

The full amount of deposit for one set of documents will be returned to each actual bidder within a reasonable time after receipt of bids.

All Contractors shall comply with all state laws pertaining to the qualification of bidders, and particularly title 98, chapter 1, Oregon Compiled Laws Annotated.

Each proposal shall be made out on a bid form contained in the contract documents and shall be accompanied by a certified check or bid bond made payable to the Oregon State Highway Commission in an amount not less than 5% of the total amount of the proposal.

The Oregon State Highway Commission reserves the right to reject any or all bids.

No bidder may withdraw his bid after the hour set for the opening unless said award is delayed for a period exceeding 30 days.

OREGON STATE HIGHWAY COMMISSION

Date _____

INSTRUCTIONS TO BIDDERS

1. SCOPE OF WORK

The work contemplated under this contract includes all labor, materials, transportation, equipment and services necessary for, and reasonably incidental to the completion of all construction and mechanical work in connection with the project described in the specifications and the accompanying drawings.

2. PREQUALIFICATION OF BIDDERS

All contractors shall comply with all laws of Oregon pertaining to the qualifications of bidders, and particularly 98-103, Oregon Compiled Laws Annotated, requiring a prequalification statement on a form provided by the Oregon State Highway Commission ten (10) days before the opening of bids.

3. SPECIAL NOTICE

The competency and responsibility of bidders and of their proposed subcontractors will be considered in making the award.

The State reserves the right to reject any or all bids.

4. EXAMINATION OF SITE AND CONDITIONS

Before submitting a proposal, bidders must carefully examine the drawings and specifications, visit the site of the work, and fully inform themselves as to all existing conditions and limitations. They shall include in the proposal a sum to cover the cost of all items contemplated by the contract.

5. INTERPRETATION OF PROPOSED CONTRACT DOCUMENTS

If a bidder finds discrepancies in, or omissions from, the drawings or documents, or if he is in doubt as to their meaning, he shall at once notify the Architect, who will send written instructions to all bidders.

Any requests for interpretations of the drawings or specifications, or request for approval of material, when certain manufacturer's material or its approved equal is called for, shall be presented to the Architect, in writing, at least ten (10) days previous to the date on which bids are to be opened. Such requests will be answered in the form of bulletins or addenda which, when issued will be sent all bidders.

Any bulletins or addenda so issued are to be covered in the proposal, and in closing the contract they will become a part of the agreement.

6. SECURITY TO BE FURNISHED BY EACH BIDDER

Each proposal must be accompanied by a certified check or a bid bond in an amount equal to 5% of the total amount of the proposal as guarantee that if awarded the contract the bidder will execute the contract and give bond as required. The successful bidder's check or bid bond will be retained until he has entered into a satisfactory contract and furnished a 100% performance bond. The State reserves the right to hold the certified check or bid bonds of the three lowest bidders until the successful bidder has entered into a contract and furnished a 100% performance bond. Bid bonds shall be furnished on the form bound herein.

Should the successful bidder decline to enter into a contract and furnish a satisfactory performance bond within five (5) days after his proposal has been accepted, the certified check or bid bond shall be forfeited as liquidated damages.

7. FILLING IN AND DELIVERY OF PROPOSAL FORMS

Each proposal must be presented under sealed cover, to the State Highway Commission at the time and place fixed for the receiving of bids, and must be made identifiable by a notation upon the outside of the cover stating that it is a proposal and giving the name of the particular project to which it applies.

To insure the receipt and consideration of proposals by the State Highway Commission, same must be delivered by the bidder in person, or by messenger, particularly in cases where bids are to be received at some place other than Salem, Oregon. The Highway Commission has no postoffice address other than Salem, and proposals mailed to any other address will be delayed in delivery. Proposals mailed to the Highway Commission at Salem will be given consideration if received at the Salem office in time to be conveniently transmitted to the place of meeting before the hour of opening bids, but the submission of bids in this manner is not desired, and the Highway Commission assumes no responsibility for the receipt, transmittal, or consideration of bids so submitted.

All proposals must be made in the proposal form provided by the State Highway Commission for the particular work upon which the proposal is made. They must give the prices proposed, both in writing and in figures, and they must contain all signatures, names, addresses, and other information called for.

8. MODIFICATION OF PROPOSAL

No oral, telegraphic, or telephonic proposals or modifications will be considered.

9. AGREEMENT

A form of contract to be entered into by the successful bidder is attached to and included in the general conditions of the contract.

10. DOCUMENTS

All drawings, specifications, and other contract documents shall be returned to the office of the Oregon State Highway Commission, Salem, Oregon,

in an unmutilated condition and without any marks or annotations, before refund of deposit will be made.

11. ALTERNATES

Bidders shall state in their proposals, the amount to be deducted from, or added to, the basic bid, for all alternates as specified.

GENERAL CONDITIONS OF THE CONTRACT

1. CONTRACT DOCUMENTS

The Contract Documents consist of the Contract, General Conditions, Instructions to Bidders, Accepted Bid, Plans and Specifications, and such special conditions as may be submitted by the Architect.

2. DOCUMENTS

After the award of the Contract to the successful bidder, three copies of all scale drawings and specifications and two copies of all full-size drawings will be furnished by the Architect free of charge. Any additional copies desired will be paid for by the Contractor.

3. INTERPRETATION OF DOCUMENTS

The documents forming the Contract Documents are complimentary and what is called for by one shall be as binding as if it were called for by all. They are intended to include all detail of labor and material reasonably necessary for the proper execution of the work. Should there be any discrepancy between the specifications and the plans, the specifications shall have precedence.

4. DEFINITION OF TERMS

In the Contract Documents, the following terms shall be understood as hereinbelow defined:

a. "State" means the State of Oregon, acting through its authorized representatives.

b. "State Highway Commission" means the Oregon State Highway Commission.

c. "Contractor" means the individual, firm or corporation awarded the general contract for the work contemplated. The Contractor is herein mentioned as masculine singular, merely for convenience and without special signification.

d. "Architect" shall mean the person, firm or corporation appointed by the State Highway Commission to draw plans, make specifications and have supervision of the work contemplated by the contract. Reference is herein made, for convenience only and without special signification, to the Architect as masculine singular.

5. CONFORMITY TO PLANS AND SPECIFICATIONS

The work shall be done in strict conformity to the plans and specifications and with such instructions as shall from time to time be given by the Architect. The Contractor shall provide such assistance and materials as may be required by the Architect for giving lines, grades, etc., and shall

5. CONFORMITY TO PLANS AND SPECIFICATIONS (continued)

protect and preserve in their original position all stakes, points or marks set for the work.

6. ADDITIONAL INSTRUCTIONS

In the event that it is found that the instructions and drawings contained in the contract documents are not sufficiently clear to permit the Contractor to proceed with the work, the Architect shall, either upon his own motion or upon request from the Contractor, furnish such additional written instructions, together with such additional drawings as may be necessary. When such request is made by the Contractor, it must be made in ample time to permit the preparation of the instructions and drawings by the Architect before the construction of the work covered by them is undertaken. Such additional instructions and drawings shall not be inconsistent with the contract documents and shall have the same force and effect as if contained in the contract documents.

For the purpose of avoiding delays in the preparation of such additional instructions and drawings, the Architect and the Contractor shall jointly prepare a schedule showing the time for the commencement of the work to be included in them and time the Contractor shall furnish the necessary shop drawings, which may be required for their prepartion. The Contractor shall do no work without proper drawings or instructions and shall at his own expense replace any work wrongly executed.

7. SHOP DRAWINGS

The Contractor shall submit with such promptness as to cause no delay in his own work or in that of any other Contractor, two copies of all shop or setting drawings and schedules required for the work of the various trades, and the Architect shall pass upon them with reasonable promptness, making desired corrections, including all necessary corrections relating to artistic effect. The Contractor shall make any corrections required by the Architect, file with him two corrected copies and furnish such other copies as may be needed. The Architect's approval of such drawings or schedules shall not relieve the Contractor from responsibility for deviations from drawings or specifications, unless he has in writing called the Architect's attention to such deviations at the time of submission, nor shall it relieve him from responsibility for errors of any sort in shop drawings or schedules.

8. SAMPLES

The Contractor shall furnish for approval samples of material as directed. The materials used in the work shall be in accordance with approved samples.

9. MATERIALS AND WORKMANSHIP

The intent of the plans and specifications is to provide for the construction and completion in every detail of the work described therein and it is understood that the Contractor will furnish all labor and materials, tools, equipment, transportation, and necessary supplies, such as may reasonably be required to execute the contract in a satisfactory and workmanlike manner and in accordance with the plans, specifications, and terms of the contract.

9. MATERIALS AND WORKMANSHIP (continued)

Unless otherwise specified, all materials shall be new. All materials shall be of the best of the several kinds called for and it is intended that only the best methods and materials, as recognized by useage in first class work, shall be used. All workmanship shall be of the highest quality in every particular.

Only workmen skilled in their respective lines shall be employed in order to achieve the above results. The Contractor shall at all times maintain strict discipline and good order among his employees.

10. TIME

Time is of the essence of this contract. The Contractor shall at all times carry on the work diligently and without delay and shall punctually fulfill all requirements herein made of him.

11. ROYALTIES AND PATENTS

The Contractor shall pay all royalties and license fees. He shall defend all suits or claims for infringement of any patent rights and shall save harmless from loss on account thereof, the State of Oregon, the Oregon State Highway Commission, its members and employees.

12. PERMITS

The Contractor shall procure all necessary permits, pay for the same, and shall obtain all official licenses for the construction of the work and for temporary obstructions, inclosures, opening of streets for pipes, walls, etc., arising from the construction and completion of the work as mentioned in the specifications. He shall be responsible for all violations of the law for any cause in connection with the construction of the work or caused by obstructing streets, sidewalks, etc., and he shall give all requisite notices to public authorities.

13. PROTECTION OF WORKMEN AND PROPERTY

The Contractor shall erect and maintain good and sufficient guards, barricades, and signals at all unsafe places at or near the work, and shall in all cases maintain safe passageways at all road crossings, crosswalks, street intersections, and shall do all other things necessary to prevent accident or loss of any kind.

The Contractor shall protect from damage all water, sewer, gas and steam or other pipes or conduits, and all hydrants and all other property that is liable to become displaced or damaged by the execution of the work.

14. INSPECTION

The Architect will make periodic inspections of the work and the Architect and his representatives and representatives of the State Highway Commission shall have access to the work at all times. If any work is covered up without the consent or approval of the Architect, it must, if required by the Architect, be uncovered for examination at the Contractor's expense.

15. CORRECTION OF WORK AFTER FINAL PAYMENT

Neither the final certificate of payment nor any provision in the Contract Documents shall relieve the Contractor of responsibility for faulty materials or workmanship and, unless otherwise specified, he shall remedy

15. CORRECTION OF WORK AFTER FINAL PAYMENT (continued)

any defects due thereto and pay for any damage to other work resulting therefrom, which may appear within a period of one year from the date of acceptance of the completed building or installation. The State shall give notice of observed defects with reasonable promptness.

16. SUPERINTENDENCE

The Contractor shall keep on his work, during its progress, a competent superintendent, who shall represent the Contractor in his absence. Important directions to the superintendent shall be confirmed in writing to the Contractor.

17. CHANGES IN WORK

The right is reserved, without impairing the contract, to order the performance of such extra work of a class not contemplated in the Proposal as may be considered necessary to complete fully and satisfactorily the work included in the contract. Such changes and extra work shall be done in accordance with the Contract Documents in so far as the Contract Documents are applicable.

In the event of any such changes or extra work of a class not covered by the prices included in the Contract Documents, the basis of payments shall be agreed upon in writing between the Parties in the Contract before such work is done. Where such method of payment cannot be agreed upon prior to the beginning of the work, then such work shall be performed by the Contractor on the basis of furnishing labor, material, and insurance at cost, plus fifteen per cent (15%) to cover profit, superintendence, and general expense.

18. STATE'S RIGHT TO TERMINATE CONTRACT

If the Contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditors, or if a receiver should be appointed on account of his insolvency, or if he should persistently or repeatedly refuse or should fail, except in cases for which extension of time is provided, to supply enough properly skilled workmen or proper materials, or if he should fail to make prompt payment to subcontractors or for material or labor, or persistently disregard laws, ordinances or the instructions of the Architect, or otherwise be guilty of a substantial violation of any provision of the contract, then the State may, without prejudice to any other right or remedy and after giving the Contractor seven days' written notice, terminate the employment of the Contractor and take possession of the premises and of all materials and appliances thereon and finish the work by whatever method it may deem expedient. In such case the Contractor shall not be entitled to receive any further payment until the work is finished. If the unpaid balance of the contract price shall exceed the expense of finishing the work including compensation for additional managerial and administrative services, such excess shall be paid to the Contractor. If such expense shall exceed such unpaid balance, the Contractor shall pay the difference to the State. The expense incurred by the State as herein provided, and the damage incurred through the Contractor's default, shall be certified by the Architect.

19. CORRECTION OF WORK BEFORE FINAL PAYMENT

The Contractor shall promptly remove from the premises all materials condemned by the Architect as failing to conform to the Contract, whether incorporated in the work or not, and the Contractor shall promptly replace and

19. CORRECTION OF WORK BEFORE FINAL PAYMENT (continued)

re-execute his own work in accordance with the Contract and without expense to the State and shall bear the expense of making good all work of other contractors destroyed or damaged by such removal or replacement.

20. USE OF PREMISES

The Contractor shall confine his apparatus, storage of materials, and operation of his work to the limits indicated by law, ordinances, permits or directions of the State, and shall not unreasonably encumber the premises with his materials. The Contractor shall enforce the State's instructions regarding signs, advertisements, fires and smoking.

21. PROTECTION

The Contractor shall protect from damage all buildings, trees, shrubs, lawns, and all landscape work, and shall provide guards and covering for them. Any such property damaged shall be repaired or replaced at the Contractor's expense. Smoking on certain portions of the site premises shall be prohibited and signs to that effect shall be posted conspicuously. Fires shall not be built on the premises except with the express consent of the State.

22. CUTTING, PATCHING AND EXCAVATION

The Contractor shall do all cutting, fitting or patching of his work that may be required to make its several parts come together properly and fit it to receive or be received by work of other contractors shown upon, or reasonably implied by, the Drawings and Specifications for the completed structure, and he shall make good after them as the Architect may direct.

The Contractor shall do all cutting of walls and pavements as may be necessary to install the work and shall, after the equipment is installed, restore such surfaces to an approved condition.

All excavating necessary to the execution of this contract shall be done by the Contractor who shall also furnish all labor necessary to properly backfill all excavations as the equipment is installed and inspected.

23. CLEANING UP

From time to time as may be ordered by the State and, in any event, immediately after completion of the work, the Contractor shall, at his own expense, clean up and remove all refuse and unused materials of any kind resulting from the work and upon failure to do so within twenty-four (24) hours after having been notified by the State, the work may be done by others and the cost thereof charged to the Contractor and deducted from his final estimate.

24. PROTECTION TO STREETS, ALLEYS AND WALKS

Street and alley grading and paving, walks, curbs, trees, shrubs and lawn on parking or in streets and alleys must be fully protected from injury throughout the prosecution of the contract, and if the same or any thereof are damaged they shall be repaired or replaced at the expense of the Contractor.

25. APPLICATION FOR PAYMENT

Partial payments shall be paid the contractor for the work done in each calendar month during the course of construction. The Contractor shall submit to the Architect an application for such partial payment at the end of each calendar month, and if required, receipts or other vouchers showing his payments for material and labor, including payments to subcontractors. Payment to the Contractor of such partial payments will be made after auditing of the application by the State Highway Commission. Payment of partial payments may be expected in approximately thirty (30) days after submission of the application. To assist in auditing the applications, the Contractor shall submit to the Architect a schedule of values of the various parts of the work, aggregating the total sum of the contract.

26. CERTIFICATES OF PAYMENT

Upon receipt of applications as above, the Architect shall, not later than five (5) days before the date each payment is due, issue to the Contractor a certificate for such amount as he decides to be properly due. No certificate issued or payment made to the Contractor shall be an acceptance of any work or materials not in accordance with this contract.

Fifteen per cent (15%) of all moneys earned by the Contractor as approved by the Architect, will be retained by the State until final completion and acceptance of all work covered by this contract. Said moneys will not be released until the expiration of thirty (30) days after the acceptance of the completed contract or work.

27. CONTRACTOR'S LIABILITY INSURANCE

The Contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon and shall carry on his work under the provisions of that law. He shall also protect himself by liability insurance against any and all claims for damages to person or property which may arise out of operations under this contract, whether such operations be by himself or a subcontractor or by any one directly or indirectly employed by either of them. Certificates of such insurance shall be filed with the State Highway Commission and shall be subject to its approval as to adequacy of protection.

28. STATE'S LIABILITY INSURANCE

The State at its option may maintain such insurance as will afford to its representatives and officers protection from contingent liability for damage to person or property which may arise from operations under this contract.

29. FIRE INSURANCE

The Contractor shall effect and maintain fire insurance upon the entire structure on which the work of this contract is to be done to one hundred percent of the insurable value thereof, including items of labor and materials connected therewith whether in or adjacent to the structure insured, materials in place or to be used as part of the permanent construction, including surplus materials, shanties, protective fences, bridges, temporary structures, miscellaneous materials and supplies incident to the work, and scaffoldings, stagings, towers, forms, and equipment, the cost of which is included in the cost of the work.

29. FIRE INSURANCE (continued)

Certificates of such insurance shall be filed with the State Highway Commission and shall be subject to its approval as to adequacy of protection.

30. CONTRACT SECURITY

The Contractor shall furnish a surety bond in an amount equal to one hundred per cent of the contract price, as security for the faithful performance of this contract and the payment of all obligations hereunder arising. This bond shall cover not only all requirements of this contract, but also those included in title 98, chapters 1 and 2, Oregon Compiled Laws Annotated. The surety bond shall be on the form of "Bond to Accompany Contract" included herein.

31. ASSIGNMENT

The Contractor shall not assign the Contract or sublet it as a whole without the written consent of the State, nor shall the Contractor assign any moneys due or to become due to him hereunder, without the previous consent of the State.

32. RESPONSIBILITY FOR DAMAGES

The Contractor shall be responsible for all damage to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by, or result from, the carrying out of the work to be done under this contract, or from any act, omission or neglect of the Contractor, his subcontractors, or employees.

The Contractor shall indemnify and save harmless the State of Oregon, Oregon State Highway Commission, the Architect, and all employees of the State of Oregon from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, or delay received or sustained by any person, or damage caused to any property, which damage, injury, loss, expense, inconvenience, or delay may have been caused by or may have resulted from the carrying out of the work to be done under the contract, or from any act, omission, or neglect of the Contractor, his subcontractors, or his employees; provided, however, that the State shall promptly call to the attention of the Contractor any claim filed with the State for any such injury or damage, and if suit or action be commenced to recover for any such claim or damage, the State shall, before time for answer expires or before default has been entered, furnish the Contractor or his surety with a copy of the complaint. In case there should be any such suits or actions, so much of the money due to the Contractor under and by virtue of the contract as shall be considered necessary by the Architect may be retained by the State until such suits or actions shall have been settled or until the interests of the State, or of the persons concerned, have been otherwise satisfactorily protected.

33. PERSONAL LIABILITY OF PUBLIC OFFICIALS

In carrying out the provisions hereof, or in exercising any power or authority granted to him by the contract, there will be no liability upon the Architect, or his authorized assistants or employees of the State or

33. PERSONAL LIABILITY OF PUBLIC OFFICIALS (continued)

members of the Oregon State Highway Commission, either personally or as officials of the State of Oregon, it being always understood that in such matters they act as the agents and representatives of the State.

34. LIABILITY FOR CLAIMS

The Contractor shall promptly, as due, make payment to all persons supplying labor or material for the prosecution of the work provided for in this contract, and shall also pay all contributions or amounts due the State Industrial Accident fund and the Unemployment Compensation fund from such Contractor or subcontractor incurred in the performance of this work.

The Contractor shall not permit any lien or claim to be filed or prosecuted against the State on account of any labor or material furnished.

Should the Contractor fail, neglect or refuse to make prompt payment of any claim for labor or services, furnished by any person in connection with this contract as said claim becomes due, whether said services and labor be performed for said Contractor, or a subcontractor, then and in such event, the State Highway Commission may pay such claim to the person furnishing such labor or services and charge the amount thereof against funds due or to become due the Contractor by reason of this contract, but the payment of any such claims in the manner herein authorized shall not relieve the Contractor or his surety from his or its obligation with respect to any unpaid claims.

35. MEDICAL CARE

The Contractor shall promptly, as due, make payment to any person, co-partnership, association or corporation furnishing medical, surgical and hospital care or other necessary care and attention incident to sickness or injury, to the employees of such Contractor, of all sums which the said Contractor agrees to pay for such services and all moneys which the Contractor may deduct from the wages of his employees for such services pursuant to the terms of Chapter 344, Oregon Laws 1941, as amended by Chapter 298, Oregon Laws 1945, and any contract entered into pursuant thereto, and all moneys collected or deducted from the wages of said employees pursuant to any law, contract or agreement for the purpose of providing or paying for such services.

36. COMPLIANCE WITH FAIR LABOR STANDARDS ACT AND HOURS OF EMPLOYMENT

The attention of the contractor is called to the fact that the Highway Commission has been advised by the Wage and Hour Division, U. S. Department of Labor, that contractors engaged in construction work are required to meet the provisions of the Fair Labor Standards Act of 1938 (52 Stat. 1060).

The hours of employment for labor and the rates of pay for overtime employment shall be in conformance with the requirements of state and federal laws and regulations.

In the matter of overtime employment of labor and payment for such overtime employment, the Highway Commission will exercise no control, the understanding in that connection being that the matter is covered by State Laws, Federal Enactments, Presidential Orders, etc., and that enforcement of said laws, enactments, orders, etc., is the responsibility of the regularly appointed State and Federal enforcement officers, and the State and Federal Courts.

To comply with the state law (Section 98-201, O.C.L.A.), the following provisions relative to hours of employment and payment for employment in excess of such hours is included in the contract and made a part thereof:

> No person shall be employed for more than eight hours in any one day, or forty-eight hours in any one week, unless in case of emergency, when no other competent labor is available, and in such cases such laborer shall be paid double wages for all overtime.

As, in view of recent Federal Legislation and Presidential Order, the power of the Highway Commission to enforce the above-stated provision of the contract is subject to question, the Highway Commission does not propose to undertake enforcement of the same unless, and until, the Commission's obligation and authority so to do is established by court order, or by other compelling action.

The position taken by the Commission, as indicated in the above paragraph, does not relieve the contractor of any of his legal responsibilities under the several laws, enactments, and presidential orders involved. It is to be understood by the contractor, therefore, that any non-compliance with such laws, enactments, and orders (including non-compliance with the state law relating to double payment for overtime) will be at the responsibility of the contractor.

In connection with the matters mentioned in the foregoing paragraphs, the contractor's attention is called particularly to the following state and federal laws and orders:

1. Sections 98-207, 98-208, 98-209, Oregon Compiled Laws Annotated, and Chapter 345, Oregon Laws 1941.

2. Federal "Fair Labor Standards Act of 1938."

3. Executive Order issued by the President of the United States on September 9, 1942.

37. TRANSPORTATION TAX

Under the federal act which imposes a tax of three per cent on amounts paid for transportation of property by motor vehicle, rail, water or air, exemption from payment of the tax is allowed where property is transported to or from the government of a state or other political subdivision, or an agency or instrumentality thereof, and the shipping papers show the consignor or consignee to be such an organization.

A recent ruling of the Internal Revenue Service is to the effect that this exemption applies to shipments of materials used in construction work paid for by the State provided the shipments are, with proper authority, consigned from or to the State or an agency thereof.

In view of this situation and in order that the State may benefit from the exemption thereby allowed, the State Highway Commission hereby authorizes the contractor to whom the contract is awarded to have all shipments of materials, destined to enter into the work covered by the contract and to become the property of the State, consigned to the Oregon State Highway Commission in care of the contractor and to claim exemption from the transportation tax that would otherwise be imposed on such shipments.

This authority is granted to the contractor by the Highway Commission with the understanding that the saving to be made by the exercise of this exemption privilege will be reflected in the prices bid for the contract work and will in that manner accrue to the benefit of the State and other governmental agencies by which funds for the work are contributed.

Exemption from the transportation tax does not apply to shipments of fuel, lubricants, spare parts, equipment, plant, consumable supplies, construction forms, forms, form lumber or other items which do not become a part of the completed work or which do not become the property of the State, and the contractor is not, by these provisions, authorized to use the name of the Oregon State Highway Commission or the State of Oregon in the consignment of shipments of such items.

The contractor is cautioned that any misuse of the authority hereby granted wherein shipments not eligible for exemption hereunder are consigned to the State Highway Commission, thereby wrongfully relieving the contractor of an obligation to pay a transportation tax, is a violation of federal law subject to punishment as prescribed therein.

38. PURCHASE OF MATERIALS

Preference shall be given to materials and products manufactured in the State of Oregon.

39. PROSECUTION OF THE WORK

The Contractor shall commence work on this project within ten (10) days after the award of the contract. The work shall then be continuously carried to completion subject to the provisions of the contract. The progress of the work shall be at a rate sufficient to complete the contract within the time specified unless otherwise agreed with the State.

40. SUBCONTRACTORS

The Contractor shall, as soon as practicable after the execution of the contract, notify the Architect in writing of the names of subcontractors proposed for the principal part of the work and for such other parts as the Architect may direct. He shall not employ any subcontractors to whom the Architect may within a reasonable time object as incompetent or unfit.

The Contractor shall not be required by the Architect to employ any subcontractor against whom he has a reasonable objection.

The Contractor agrees that he is as responsible to the State for the acts and omissions of his subcontractors and of persons directly or indirectly employed by them, as he is for the acts and omissions of persons employed directly by himself.

41. RELATIONS OF CONTRACTOR AND SUBCONTRACTOR

The Contractor agrees to bind every Subcontractor and every Subcontractor agrees to be bound by the terms of the Contract Documents as far as applicable to his work, including the following provisions of this article.

This does not apply to minor subcontracts.

The Subcontractor agrees - - - -

a. To be bound to the Contractor by the terms of the Contract Documents and to assume toward him all the obligations and responsibilities that he, by those documents, assumes toward the State.

b. To submit to the Contractor applications for payment in such reasonable time as to enable the Contractor to apply for payment under Section 25 of the General Conditions.

c. To make all claims for extras, to the Contractor in the manner provided in the General Conditions for like claims by the Contractor upon the State, except that the time for making claims for extra cost is one week.

The Contractor agrees - - - -

d. To be bound to the Subcontractor by all the obligations that the State assumes to the Contractor under the Contract Documents and by all the provisions thereof affording remedies and redress to the Contractor from the State.

e. To pay the Subcontractor, upon the payment of certificates, if issued under the schedule of values described in Section 25 of the General Conditions, the amount allowed to the Contractor on account of the Subcontractor's work to the extent of the Subcontractor's interest therein.

f. To pay the Subcontractor, upon the payment of certificates, if issued otherwise than as in (e), so that at all times his total payments shall be as large in proportion to the value of the work done by him as the total amount certified to the Contractor is to the value of the work done by him.

41. RELATIONS OF CONTRACTOR AND SUBCONTRACTOR (continued)

g. To pay the Subcontractor to such extent as may be provided by the Contract Documents or the subcontract, if either of these provides for earlier or larger payments than the above.

h. To pay the Subcontractor on demand for his work or materials as far as executed and fixed in place, less the retained percentage, at the time the certificate should issue, even though the Architect fails to issue it for any cause not the fault of the Subcontractor.

i. To pay the Subcontractor a just share of any fire insurance money received by him, the Contractor, under Section 29 of the General Conditions.

Nothing in this section shall create any obligation on the part of the State to pay any sums to any Subcontractor or to enforce payment to him by the Contractor.

42. ARCHITECT'S STATUS

The Architect shall have general supervision and direction of the work. He is the agent of the State only to the extent provided in the Contract Documents and when in special instances he is authorized by the State so to act. He has authority to stop the work whenever such stoppage may be necessary to insure the proper execution of the Contract.

43. ARCHITECT'S DECISIONS

The Architect shall decide any and all questions which may arise as to the quality and acceptability of materials furnished and work performed, the manner of performance and the rate of progress of the work, the interpretation of the plans and specifications, and the acceptable fulfillment of the terms of the contract.

44. CASH ALLOWANCES

The Contractor shall include in the contract sum all allowances named in the Contract Documents and shall cause the work so covered to be done by such contractors and for such sums as the Architect may direct, the contract sum being adjusted in conformity therewith. The Contractor declares that the contract sum includes such sums for expenses and profit on account of cash allowances as he deems proper. No demand for expenses or profit other than those included in the contract sum shall be allowed.

45. MEASUREMENTS

Before ordering any material or doing any work, the Contractor shall verify all measurements at the building and shall be responsible for the correctness of same. No extra charge or compensation will be allowed on account of difference in actual dimensions and the measurements indicated on the drawings; any difference which may be found, shall be submitted to the Architect for consideration before proceeding with the work.

46. SPECIFICATIONS

Titles to divisions and paragraphs in these Contract Documents are introduced merely for convenience and are not to be taken as a part of the specifications or as a correct or complete segregation of the several units of

46. SPECIFICATIONS (continued)

material and labor. No responsibility, either direct or implied, is assumed by the Architect for omissions or duplications by the Contractor or his subcontractors, due to real or alleged error in arrangement of matter in these contract documents.

47. REMOVAL OF PROTECTIONS

The Contractor shall remove from the premises, and from adjacent streets, alleys and parking, when their use is no longer required, all temporary protections in or about the building installed and called for under Sections 13 and 21 of these General Conditions.

48. ORDER OF WORK

If, in the judgment of the Architect, it becomes necessary at any time during erection of the building, in order to accelerate the work, the Contractor or subcontractor, when ordered and directed by the Architect, shall cease work at any particular point and transfer his men to such other point or points, and execute such portions of his work, as may be required by the Architect. All work shall be done in the order directed by the Architect.

49. CLEANING

The Contractor shall keep the premises clean at all times and shall remove all rubbish as often as directed by the Architect.

The Contractor shall employ a professional window washer and at the completion of all work, shall cause him to wash all glass throughout the building, removing all stains, etc., on same. Care shall be taken not to scratch the glass in this cleaning.

Upon the completion of the work the Contractor shall remove all rubbish from and about the building and all tools, scaffolding and surplus materials and shall leave his work "broom clean." In case of dispute the State may remove the rubbish and charge the cost to the Contractor.

50. SCHEDULE OF WORK

Before signing the contract, the Contractor shall prepare a definite time schedule according to which he shall work and of which he shall immediately furnish the Architect a copy. He shall, in the preparation of the schedule heretofore mentioned, make provision therein for the proper installation of work of other Contractors.

51. USE OF NONMETALLIC MINERAL CONSTRUCTION MATERIAL

The provisions of Chapter 24, Oregon Laws 1943, are to be complied with in this project as far as applicable.

52. TIME OF COMPLETION

All work under this contract shall be completed within fifteen (15) calendar months after the award of the contract.

53. EXTENSION OF CONTRACT TIME

The time for completion of the work contemplated under this contract is specified above, and it is understood that completion of the work within the time specified is an essential part of the contract. If the Contractor finds it impossible to complete the work within the time specified, he shall make written application to the State Highway Commission for an extension of time sufficient to complete the work, giving therein the reasons for failure to complete within the time specified. This application shall be accompanied by the written consent of the surety for such extension. The State Highway Commission may grant such extension subject to the assessment against the Contractor of the cost of all engineering and inspection work performed by the State after the date of completion hereinabove specified.

The party by whom this proposal is submitted, and by whom the contract will be entered into in case the award is made to him, is .....

.....
(State whether the bidder is "a corporation," "a partnership," or "an individual")
, doing business at ..... Street,

....., City and State, which address is the address to which all communications concerned with this proposal and the contract should be sent.

The names of the president, treasurer, and manager of the bidding corporation, or the names and residences of all persons and parties interested in this proposal as partners or principals are as follows:

Name	Address
.....	.....
.....	.....
.....	.....
.....	.....
.....	.....
.....	.....
.....	.....

The name of the surety by which the surety bond covering the contract, if awarded, will be furnished and the name and address of the surety's local agent are as follows:

Name of surety .....

Name of agent .....

Address .....

Accompanying this proposal is ..... in the amount
("Bidder's bond," "cash," or "certified check")

of ..... Dollars ($.....)

which amount is not less than five (5) per cent of the total amount of the bid.

If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid and to give bond in the amount specified with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday) from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forefeiture of the security accompanying his proposal shall operate and the same shall be the property of the State of Oregon.

Dated ....., 19.....

(Signature of bidder) .....
(Legal name of person, firm, or corporation)

By .....
(Name)

.....
(Title)

This Proposal Form is intended for the use of

.....

THE PROPOSAL BOND MAY BE DETACHED FOR EXECUTION PURPOSES IF DESIRED. TEAR ON THIS LINE.

OREGON STATE HIGHWAY COMMISSION

PROPOSAL BOND

~~(Bond A)~~
(Form E-46)

KNOW ALL MEN BY THESE PRESENTS, That we, ...

....., as principal,

and the .....,

a corporation duly organized under the laws of the State .....,

having its principal place of business at .....,

in the State of ....., and authorized to do business in the State of Oregon, as surety, are held and firmly bound unto the State of Oregon in the full and penal sum of five (5) per cent of the total amount of the bid of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such that, whereas the principal herein is herewith submitting his or its proposal for the following highway construction, to wit:

.....

.....

.....

.....

.....

said bid and proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said proposal and bid submitted by the said principal be accepted, and the contract be awarded to said principal, and if the said principal shall enter into and execute the said contract and shall furnish bond as required by the State Highway Commission within the time fixed by said Commission, then this obligation shall be void, otherwise to remain in full force and effect.

Signed and sealed this ..... day of .....

.....

.....
Principal

Counter signed at .....

..... this

..... day of .....

.....
Surety

CONTRACT

THIS CONTRACT, made and entered into, in quadruplicate, this ..... day of ....., 19....., by and between the State of Oregon, by its State Highway Commission, hereinafter called the "State", party of the first part, and *

hereinafter called the "contractor", party of the second part;

WITNESSETH:

That the said contractor, in consideration of the sums to be paid by the State in the manner and at the times herein provided, and in consideration of the other covenants and agreements herein contained, hereby agrees for himself or itself, his heirs, executors, administrators, and assigns and/or successors and assigns, to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor and do all things in accordance with the plans and the specifications and the special provisions and/or in accordance with such modifications of the same as may be made by the engineer, and/or according to such directions as may from time to time be made or given by the engineer under the authority and within the meaning and purpose of this contract.

That the plans and specifications on file with the State Highway Commission at Salem, Oregon, and all the general provisions, construction details, special provisions and schedule of contract prices appended to this contract are hereby specifically referred to and by this reference are made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

* Give here the name of the contractor, the form of organization and the recognized address. If the contractor is a copartnership give the names of the partners, and if a corporation give the names of the president, secretary and treasurer and the state in which incorporated.

That the contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment to all persons supplying to such contractor, or to a subcontractor, labor or materials or other things for the prosecution of the work provided for in this contract; shall pay all contributions or amounts due the State Industrial Accident Fund, and all contributions or amounts due the State Unemployment Compensation Trust Fund, from such contractor or subcontractor incurred or accruing in the performance of said contract; shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of such contractor, of all sums which the said contractor agrees to pay for such services and all moneys and sums which the contractor may or shall have deducted from the wages of his employees for such services pursuant to the terms of sections 102-1401, 102-1402, 102-1403 and 102-1404, O. C. L. A., and any contract entered into pursuant thereto, or collected or deducted from the wages of said employes pursuant to any law, contract or agreement for the purpose of providing or paying for such service; shall pay all other just debts, dues and demands incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State or the State Highway Commission.

In consideration of the faithful performance of all of the obligations, both general and special, herein set out, and in consideration of the faithful performance of the work herein embraced as set forth in this contract, the general provisions, construction details, special provisions, schedule of contract prices, and all general and detailed specifications and plans which are a part hereof, and in accordance with the directions of the engineer and to his satisfaction, and, on Federal Aid Projects, to the satisfaction of the Federal Works Agency, or its authorized representative, in conformity with the requirements of the Federal Aid Road Act and all amendments thereto, the State agrees to pay to the said contractor the amount earned, computed from the actual quantities of work performed as shown by the estimates of the engineer and the unit prices named in the attached schedule of contract prices, and to make such payments in the manner and at the times provided in the general provisions hereto appended.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective official seals as of the date first above written.

Attest:

.....
Secretary

Approved:

.....
State Highway Engineer

Approved as to form:

.....
Chief Counsel

Executed by Party of Second Part in the presence of:

.....

.....

STATE OF OREGON, by and through its State Highway Commission

By .....
As Chairman

By .....
As Commissioner

By .....
As Commissioner
Party of the First Part

.....

.....

.....
Party of the Second Part

For contracts let subsequent to August 1, 1947

BOND TO ACCOMPANY CONTRACT

KNOW ALL MEN BY THESE PRESENTS: That we

as principal, and

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns and/or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas, the said principal herein has made and entered into a certain contract, copy of which is hereto annexed, with the State of Oregon, which contract, together with the plans, specifications, general provisions, and special provisions, is hereby made a part hereof, whereby the said principal agrees to furnish certain materials and to perform certain work, which things he agrees to do in accordance with the certain terms, conditions, requirements and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, or as extended as provided in the general provisions; and shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers and agents, against any direct or indirect damages that shall be suffered or claimed, or against any claims for injuries to persons or property during the construction of said work, and until the same is accepted; and shall promptly pay

all laborers, mechanics, subcontractors and materialmen; and in particular shall promptly, as due, make payment to all persons supplying to such contractor, or to a subcontractor, labor or materials or other things for the prosecution of the work provided for in this contract; shall pay all contributions or amounts due the State Industrial Accident Fund, and all contributions or amounts due the State Unemployment Compensation Trust Fund from such contractor or subcontractor incurred or accruing in the performance of said contract; shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employes of such contractor, of all sums which the said contractor agrees to pay for such services and all moneys and sums which the contractor may or shall have deducted from the wages of his employes for such services pursuant to the terms of sections 102-1401, 102-1402, 102-1403 and 102-1404, O. C. L. A., and any contract entered into pursuant thereto, or collected or deducted from the wages of said employes pursuant to any law, contract or agreement for the purpose of providing or paying for such service; shall pay all other just debts, dues and demands incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State or the State Highway Commission, and shall pay the State of Oregon such liquidated damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Witness our hands this ..... day of ....., 19.....

.....(Seal)

.....(Seal)

.....(Seal)

.....(Seal)

Principal

.....

.....

.....

.....

Surety

For contracts let subsequent to August 1, 1947

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24-3451
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H-a

July 22, 1949

State Highway Commission

Gentlemen:

Herewith a copy of the outline specifications for the State Highway Department Office Building in Salem. The architects hope to have a draft of the detailed specifications ready for your consideration at the August meeting of the Commission. This outline, however, will give you the general type of construction which they are proposing.

Very truly yours,

S. H. Baldock
State Highway Engineer

Attached
CSP:gm
cc O. S. Paxson

OUTLINE SPECIFICATIONS

For

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

---

1. Foundation & Structural Frame: Reinforced concrete.

2. Exterior Facing: Vermont or Georgia White Marble.

3. Interior Marble: Lobby & Elevator corridor, first floor - Swedish Cippolino - Verde Antique base.

4. Windows and Spandrels: Bronze, Casement type with hopper bottoms.

5. Roofing: 4-ply built-up asbestos felt over 2" insulation.

6. Flashing and Sheet Metal: 16 oz. copper.

7. Exterior Doors: Bronze and glass.

8. Interior Woodwork: Rift sawn oak. Flush doors. Glass in corridor doors.

9. Interior Partitions: 4" T.C. tile - plastered. White sand finish, painted. Steel partitions - Hauserman - semi-flush type.

10. Ceilings: Suspended metal lath and plaster with acoustical tile finish.

11. Glazing: 1/4" thick heat absorbing glass.

12. Floors: Offices - 3/16" thick asphalt tile. 1st floor lobby and corridor - Terrazzo.

13. Toilet Rooms: Ceramic tile floors. Glazed block walls. Wall hung toilets. Wall hung urinals with automatic flush valves. Ceiling hung metal toilet partitions.

14. Elevators: Automatic levelling passenger elevators. Hydrolic freight elevator.

15. Wiring: Metallic conduit. 2 channel underfloor ducts for 110 V. and telephone. Separate conduit for inter-communication system transfered from present building. Fire alarm and watchman service connected to existing Capitol system.

16. Lighting: Ceiling mounted, fluorescent type fixtures to produce 30 ft. candles of maintained illumination at desk level. 75 ft. candles in drafting rooms.

17. Heating and Ventilation: Split system, Steam supplied from central heating plant. Semi-flush convectors. Cooling by refrigeration. (Alternate)

18. Hardware: Heavy duty type, bronze finish.

OUTLINE SPECIFICATIONS

For

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

- -

1. Foundation & Structural Frame: Reinforced concrete.

2. Exterior Facing: Vermont or Georgia White Marble.

3. Interior Marble: Lobby & Elevator corridor, first floor - Swedish Cippolino - Verde Antique base.

4. Windows and Spandrels: Bronze, Casement type with hopper bottoms.

5. Roofing: 4-ply built-up asbestos felt over 2" insulation.

6. Flashing and Sheet Metal: 16 oz. copper.

7. Exterior Doors: Bronze and glass.

8. Interior Woodwork: Rift sawn oak. Flush doors. Glass in corridor doors.

9. Interior Partitions: 4" T.C. tile - plastered. White sand finish, painted. Steel partitions - Hauserman - semi-flush type.

10. Ceilings: Suspended metal lath and plaster with acoustical tile finish.

11. Glazing: 1/4" thick heat absorbing glass.

12. Floors: Offices - 3/16" thick asphalt tile. 1st floor lobby and corridor - Terrazzo.

13. Toilet Rooms: Ceramic tile floors. Glazed block walls. Wall hung toilets. Wall hung urinals with automatic flush valves. Ceiling hung metal toilet partitions.

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17. Heating and Ventilation: Split system, Steam supplied from central heating plant. Semi-flush convectors. Cooling by refrigeration. (Alternate)

18. Hardware: Heavy duty type, bronze finish.

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OREGON
STATE HIGHWAY COMMISSION

Mail to
Mr Baldock

124-3451

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July 14, 1949

NOTED

Mr. Robert W. Sawyer, Chairman
Capitol Planning Commission
c/o Bend Bulletin
Bend, Oregon

Dear Sir:

We have been requested by the Chairman of the State Highway Commission to submit drawings of the New State Highway Office Building to your Commission for such action as would come under their jurisdiction. We therefore inclose a set of prints of the preliminary drawings of this building showing plans, elevations and plot plan of the whole Capitol building group.

May we call to your attention that the placing of this building conforms to the general scheme as adopted by the original Capitol Reconstruction Commission and its basic exterior materials are marble and bronze as used in the other buildings of the group.

Working drawings of this building are practically complete and will be submitted to the August 1st meeting of the Highway Commission for their approval. If any action taken by your Commission were submitted to the Highway Commission by August 1st, it would greatly aid in calling for bids and starting construction at an early date. This is most desirable because of the difficulties involved in doing excavation and foundation work in rainy weather.

If there is any additional information which this office can provide we trust you will let us know.

Respectfully,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

By _____
Walter E. Church

WEC:am
cc: Banfield
Incls.

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JUL 5 1949
FOR FILING

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DAILY JOURNAL OF COMMERCE

Tuesday, July 5, 1949

[illegible] Office Bldg. Work Seen in October

(D. J. of C. July 5, 1949)

Salem, (UP)—State Highway Engineer R. H. Baldock has announced that construction of the state highway commission's proposed new office building here will probably get under way by October 1.

The highway commission approved construction of the building at its Portland meeting this week. Bids will be received in September. The building is expected to cost about $1,300,000. Salem offices of the highway commission now are located in the state office build-

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July 1, 1940

State Highway Commission

Gentlemen:

The architects for the proposed State Highway Office Building have submitted sets of plans to us which show the elevations and floor plans as proposed for inclusion in the contract drawings. The contract drawings will only differ from these plans in the inclusion of detailed dimensions and the elaboration to show details of construction.

They expect to have the complete plans ready for your inspection at the Commission meeting on August 1 and 2. If this project can be in shape to let a contract by the middle of September, it should be possible to do the excavation and place the foundations before the heavy fall rain, and construction could continue through the winter. If we are delayed much later than this, it is not probable that a great deal of work could be done before next spring.

I am sending these plans to you under separate cover, so that you may have opportunity to familiarize yourselves with the general plans before the final drawings are placed before you.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm

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Salem, Oregon
June 28, 1949

Mr. R. H. Baldock

It has come to light that under House Hill No. 396, the sum of $37,000 is appropriated from the State Highway Fund to be expended by the State Highway Commission, in cooperation with the Board of Control, as assistance to the Board of Control in the relocating and paving of Summer Street and in the constructing of sidewalks "in front of and adjacent to the new highway office building."

This obligation on the part of the Highway Commission was overlooked in our summary of new legislation affecting the Commission, because of the fact that it was injected late in the session as an amendment. The bill as originally submitted authorized the Board of Control to expend $150,000, in the purchase of certain property as a site for a state office building and in the improvement of lands adjacent to the capitol group buildings, by landscaping and by the relocation of streets. It did not call for any participation by the Highway Commission. The amendment, in addition to adding the above-mentioned references to the paving of Summer Street, the constructing of sidewalks in front of the highway office building and the appropriating of $37,000 from the State Highway Fund, reduced the amount to be expended from the General Fund from $150,000 to $113,000.

Under the amended bill, it appears possible to have the repaving of Summer Street and the complete landscaping (including sunken garden) of the area in front of the new highway building completed by the time the new building is ready for occupancy.

S. H. Probert
Office Engineer

SHP/gs

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AGENDA
JUN 27 1949

3 mg

June 27, 1949

Mr. Robert W. Sawyer
Bend, Oregon

Miss Elizabeth Lord
545 Mission Street
Salem, Oregon

Mr. Paul B. Wallace
Salem, Oregon

Mr. Milton L. Meyers
1055 Court Street
Salem, Oregon

Mr. Herman Brockman
1728 N. W. 32d Avenue
Portland, Oregon

Dean Sidney W. Little
School of Architecture
University of Oregon
Eugene, Oregon

Dean George W. Gleeson
School of Engineering
Oregon State College
Corvallis, Oregon

Gentlemen:

A Capitol Planning Commission was set up under a new law passed by the Forty-fifth Legislative Assembly, which law stipulates that "no plan for public buildings to be erected in the capitol group, or selection of the location of such buildings, shall be finally approved by any officer or agency of the State of Oregon, until the Planning Commission shall have considered such plans and made recommendations concerning the same to the Board of Control."

Prior to the convening of the Forty-fifth Legislative Assembly, the State Highway Commission endeavored to secure additional quarters to house the State Highway Department in Salem. Meetings were held with the State Board of Control and the State Highway Commission was advised by the

E.P.

then Secretary of State, Robert S. Farrell, Jr., that there would be no room in the new state building and that no additional space could be assigned in the present office building. After the death of Governor Snell and Secretary of State Robert S. Farrell, Jr., the Commission again appeared before the new Board of Control and received a similar answer.

In consequence, the State Highway Commission was required to construct its own building, for which authority had been granted at a previous session of the Legislature. The Highway Commission has purchased the property known as Block 86, Salem Addition, which is the block bounded by Chemeketa, Summer, Center and Capitol, being immediately north of the state office building now being erected.

The State Highway Commission has likewise engaged the services of Whitehouse, Church, Newberry & Roehr for the design of a five-story building. These are the same architects who designed the State Library Building and the state office building now under construction. They were requested to so design the Highway office building as to fit into the Capitol Group and we feel that they have done a good job. The final plans will be ready for inspection about August 1, and the State Highway Commission will appreciate a meeting with you to obtain your approval to proceed with contracting the proposed new building when the plans are complete.

This letter is addressed to each of you individually, inasmuch as we have been advised that the Committee has held no meetings and has not as yet appointed a chairman.

Very truly yours,

T. H. Banfield
Chairman

AGENDA
JUN 24 1949
329

...SIONERS
...W. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 24, 1949

Oregon State Highway Commission

Gentlemen:

The architects advise that they plan to be ready to submit final plans for the new highway office building to you for approval sometime from the first to the middle of August and, if you approve, bids can be received on the building about the middle of September, which would permit the contractor to excavate the basement and have the building well under way before bad winter weather sets in.

Such action would require the disposal of the buildings on the site and, of course, it will take some time to move or tear down the buildings. Permit me to suggest that some action be taken at the August meeting with reference to the disposal of the buildings.

Very truly yours,

R. H. Baldock
State Highway Engineer

gd

cc: J. M. Devers
W. C. Williams

Posted 6/29/49

E.R.

FORM E-20 10M 12-48 27999

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1949

SUBJECT: Proposed State Highway Office Building

To:

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

The last time I talked to the architects, they hoped to be ready for final Commission approval of the plans at the August 1 meeting, and for advertisement of the project about the middle of August, so that bids could be opened at a Highway Commission meeting around the middle of September.

It would seem that some action should be taken, shortly, toward the disposal of the buildings on the site of the new office building, as it will take some time to move or tear down these buildings. Undoubtedly, a contractor would want to get right in on the job in order to get his excavation done before bad weather sets in.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams

WHITEHOUSE - CHURCH - NEWBERRY - & - ROEHR
ARCHITECTS - 320 - SOUTHWEST - STARK - STREET
PORTLAND - 4 - OREGON - TELEPHONE - AT - 1557

AGENDA
JUN 27 1949
COPY
3-g

June 20, 1949

Mr. G. S. Paxson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

Under separate cover we are sending you three sets of blue prints of the new Highway Office Building, each set consisting of two sheets of elevations and sheets of the Basement, First, Second, Third, Fourth, Fifth and Roof plans, or a total of nine prints in each set. These sets are being sent you now in accordance with your request on your last visit to this office, for check over by you and Mr. Baldock.

As these prints now contain all the essential information as to layout, lacking only additional dimensioning and details to be complete, it was our thought that at the forth coming meeting of the Commission you would give each Commissioner one of these sets, with your and Mr. Baldock's comments. At their leisure they could check over the sets and would then be so familiar with the layout that they could more quickly check the final sets of working drawings when they are submitted to them by us before calling for bids, if they so chose. The advantage of such a procedure would be to have the shortest possible time between the completion of the drawings and the start of construction and more time for the excavation and foundation work before the rainy season sets in.

Also inclosed is one black line print of the Basement plan for your layout of the blue printing department as requested by you today.

Very truly yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

By Walter E. Church (Sgd.)

WEC:am

E.R.

Paul Laartz, Oregonian, wants artist's sketch of new building. See Mr. Banfield and see if he will let him have it.

June 7, 1949

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June 24, 1949

Oregon State Highway Commission

Gentlemen:

The architects advise that they plan to be ready to submit final plans for the new highway office building to you for approval sometime from the first to the middle of August next. If you approve, bids can be received on the building about the middle of September, which would permit the contractor to excavate the basement and have the building well under way before bad winter weather sets in.

Such action would require the disposal of the buildings on the site and, of course, it will take some time to move or tear down the buildings. Permit me to suggest that some action be taken at the August meeting with reference to the disposal of the buildings.

Very truly yours,

R. H. Baldock
State Highway Engineer

gd

cc: J. E. Stevens
W. C. Williams

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 23, 1949
Salem, Oregon

NOTED
W. C. WILLIAMS

SUBJECT: Block 86, Salem
New State Office Building

To:

Mr. C. H. Parker
Property Manager

OFFICE

Dear Mr. Parker:

Yesterday I informed you that it would be necessary to have the site for the new Highway Department Office Building in Salem cleared by October 1, 1949.

On Discussing this matter further with Mr. Williams It has been decided that October 1 will be too late, therefore, please whip up the horses to the end that the site will be cleared for the contractor to start operations on the 15th day of September.

Very truly yours,

J. H. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:ma

cc - Mr. W. C. Williams

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1949

To: Mr. R. H. Baldock
State Highway Engineer
Office

SUBJECT: Proposed State Highway Office Building

NOTED
W. C. WILLIAMS

Dear Sir:

The last time I talked to the architects, they hoped to be ready for final Commission approval of the plans at the August 1 meeting, and for advertisement of the project about the middle of August, so that bids could be opened at a Highway Commission meeting around the middle of September.

It would seem that some action should be taken, shortly, toward the disposal of the buildings on the site of the new office building, as it will take some time to move or tear down these buildings. Undoubtedly, a contractor would want to get right in on the job in order to get his excavation done before bad weather sets in.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams

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MAY 27 1949
FOR FILING

24-24-01
3250

May 26, 1949

State Highway Commission

Gentlemen:

Re: State Highway Office Building

At the Commission meeting on April 12, 1949, I submitted the architects' preliminary estimate of cost on the proposed State Highway Office Building. In comparison to the contract cost of the new State Office Building now under construction, this preliminary estimate seemed too high. We have had several conferences with the architects concerning the matter, and while we still feel that their estimate is quite conservative, we have reconciled the major differences.

When the State Office Building was advertised, prices were very unstable, and the Board of Control left out of their specification several items which were desirable in the completed structure. These have been added as change orders during construction. The contract price for the building was $1,469,705, and the present estimate of final cost is $1,817,364. Based on the gross floor area of 169,837 square feet, the final cost will be $10.91 per square foot.

We have instructed the architects to include in their plans and estimate all items necessary for a complete project, so that there should be no increase in cost from change orders after the contract is awarded. Based on the gross floor area of 145,798 square feet, the architects' estimate of $1,666,700 is at the rate of $11.42 per square foot.

Our proposed building has a smaller floor plan with more exterior wall area per square foot of floor area. Both the Accident Commission and the Public Utilities Commission, who are to occupy the major portion of the State Office Building, have large clerical forces using large undivided floor areas. This results in slightly less proportionate partitioning cost than we require. These two factors will increase the unit costs to some extent.

The preliminary estimate does not control the final architects' fee which will be based on the contract cost, and while I still feel that the estimate is quite conservative, I recommend that it be accepted as a preliminary estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

CSPigm
cc O. S. Pearson

...FILING

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION

SALEM

May 26, 1949

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

...Williams

3-9 R

Capitol Projects Building

Deferred action pending report from Capitol Planning Commission

V C WILLIAMS

State Highway Commission

Gentlemen:

Re: State Highway Office Building

At the Commission meeting on April 12, 1949, I submitted the architects' preliminary estimate of cost on the proposed State Highway Office Building. In comparison to the contract cost of the new State Office Building now under construction, this preliminary estimate seemed too high. We have had several conferences with the architects concerning the matter, and while we still feel that their estimate is quite conservative, we have reconciled the major differences.

When the State Office Building was advertised, prices were very unstable, and the Board of Control left out of their specification several items which were desirable in the completed structure. These have been added as change orders during construction. The contract price for the building was $1,669,905, and the present estimate of final cost is $1,817,361. Based on the gross floor area of 169,837 square feet, the final cost will be $10.91 per square foot.

We have instructed the architects to include in their plans and estimate all items necessary for a complete project, so that there should be no increase in cost from change orders after the contract is awarded. Based on the gross floor area of 145,798 square feet, the architects' estimate of $1,666,700 is at the rate of $11.43 per square foot.

Our proposed building has a smaller floor plan with more exterior wall area per square foot of floor area. Both the Accident Commission and the Public Utilities Commission, who are to occupy the major portion of the State Office Building, have large clerical forces using large undivided floor areas. This results in slightly less proportionate partitioning cost than we require. These two factors will increase the unit costs to some extent.

The preliminary estimate does not control the final architects' fee which will be based on the contract cost, and while I still feel that the estimate is quite conservative, I recommend that it be accepted as a preliminary estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1949

SUBJECT:

To:
Mr. R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

I have written the architects for the office building asking that they meet with us in their offices in Portland at 11 o'clock Friday, April 29.

We have checked up on the net usable space, the assigned space, and the unassigned space in the office building. The net usable floor area in the entire building figures up as 102,300 square feet. Of this total, 82,220 square feet have been assigned, leaving an unassigned area of 20,080. Included in the assigned area is the conference room with 1,400 square feet which could be converted into offices and would leave a potential office space for rental of 21,480 square feet.

The unassigned space is as follows:

Basement	2,393 sq. ft.
First Floor	796 sq. ft.
Second Floor	404 sq. ft.
Third Floor	None
Fourth Floor	5,375 sq. ft.
Fifth Floor	11,112 sq. ft.

It is doubtful that the unassigned space on the first and second floors is available for rental as it should be reserved for expansion of this department.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

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37

April 15, 1949

Whitehouse, Church, Newberry & Keair
320 Southwest Stark Street
Portland 4, Oregon

Attention: Mr. Walter S. Church

Gentlemen:

In response to your communication of April 1, 1949, the final preliminary plans, specifications and cost estimates, in accord with Section (a) of Article II of the agreement dated December 22, 1948, were reviewed by the Highway Commission at its meeting on April 11 and 12.

Speaking for the Commission, Mr. Benfield, Chairman, instructed me to advise you that the outside elevator should be changed so that it would be placed substantially at the end of the hallway shown in the basement, in order to facilitate unloading. Furthermore, Mr. Benfield called attention to the estimate of cost submitted with the preliminary plans. It appeared to him and, indeed, it so appears to Mr. Pearson, and to me, that the estimate of cost which you have submitted is unduly high, particularly in the light of presently falling prices in the building industry. As soon as Mr. Pearson returns, which will be on or about the middle of next week, I will make an appointment to see you so that we may go over these estimates rather in detail. This is to inform you, however, that this estimate as presently made is not accepted as a basis of the architect's estimate as mentioned in Article III, paragraph 2 of the agreement.

The Commission further stated that the design should be well and carefully made so that there would be no extras presented for additional expenditures during the period of the erection of the proposed building. I wish you would give this matter your careful attention to the end that no alterations and changes in the plans will be necessary.

For your information, advise that the Commission approved preliminary drawings, Scheme VI, presented with your letter of April 1, with the exception of the location of the outside elevator as previously mentioned, so that you may proceed with the design. Please advise your estimate of the time bids can be received on this building.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Commissioners
G. S. Pearson

WHITEHOUSE-CHURCH-NEWBERRY-&-ROEHR
ARCHITECTS - 320 - SOUTHWEST - STARK - STREET
PORTLAND - 4 - OREGON - TELEPHONE - AT - 1557

April 1, 1949

REFERRED TO
M. Paquin
By Chief Engineer

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Att. Mr. R.H. Baldock,
State Highway Engineer
Re: State Highway Office
Building, Salem.

Gentlemen:

Reference is made to your letter to us of March 2, 1949 in which you informed us that the Highway Commission had approved in general of our preliminary plan layout designated Scheme VI, and authorized us to proceed with the final preliminary plans, specifications and cost estimates in accordance with Section (a) of Article II of our agreement dated Dec. 21, 1948.

In accordance with the above we have sent you under separate cover five sets of final preliminary drawings, sheets 1 to 8 inclusive, five copies of the outline Specifications and five copies of the Cost Estimate. We assume that one set of prints, one specification and one cost estimate will be furnished to each of the three Commissioners, to the Commission Secretary for file copy, and for your own use. The sixth set called for by the contract will be furnished you for your file record as soon as we have received your departmental layout and we have added same to the drawings. If further sets are required please let us know.

If the Commission approves of these preliminary studies as submitted will you please see that we recieve written approval of same and instructions to proceed with the working drawings, as noted in Section (b) of Article II of our agreement dated Dec. 21, 1948

Very truly yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

Walter E. Church

WEC:r
file-2

RECEIVED
APR 4 - 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM S-38X 10M 2-48

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MAR 26 1948
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AGENDA
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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

24-3451
2250

OREGON
STATE HIGHWAY COMMISSION
SALEM

April 12, 1948

R 14197
R 14197A
R 14201
R 14204

Mr. T. H. Banfield, Chairman,
Oregon State Highway Commission,
P. O. Box 450,
Portland 7, Oregon.

Mr. Arthur W. Schaupp,
State Highway Commissioner,
207 Willits Building,
Klamath Falls, Oregon.

Mr. Ben R. Chandler,
State Highway Commissioner,
101 North Broadway,
Coos Bay, Oregon.

Gentlemen:

At the next Commission meeting I wish to discuss with you the four properties which are needed for the Highway office building site and concerning which I have been unable to reach an agreement. These properties are owned by the following parties: Floyd C. Crabtree, Elizabeth E. Heenan, and Sarah and Bernice M. Rice.

On a separate sheet I have set out each property and you will note that I have given the amount of the State's offer and the price that the owner demands, then I have given appraisals made for the State and the compromise figure which I recommend in each case.

With respect to the Heenan and Rice properties I have no appraisals except appraisals made for the State. If the property owners have had appraisals made they have not advised me, but the two Crabtree properties were appraised by Mr. Ulrich for the owners.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

C. C. R.

SUMMARY OF APPRAISALS OF PROPERTIES NEEDED
FOR HIGHWAY OFFICE BUILDING SITE

R 14197 - Floyd C. Crabtree property

State's offer	$22,000
Owner's demand	30,000
Real Estate Board appraisal	25,898
Krueger and Childs appraisal	26,500
Ulrich appraisal	30,900
Recommended compromise	25,500

R 14197A - Floyd C. Crabtree property

State's offer	15,000
Owner's demand	25,000
Real Estate Board appraisal	18,185
Krueger and Childs appraisal	18,500
Ulrich appraisal	18,025
Recommended compromise	18,000

R 14201 - Elizabeth E. Heenan property

State's offer	18,500
Owner's demand	25,000
Krueger and Childs appraisal	24,500
Defendant's compromise offer	22,500
State's recommended compromise offer	21,500 plus building

R 14204 - Sarah and Bernice M. Rise property

State's offer	11,000
Owners' demand	20,000
Krueger and Childs appraisal	17,500

FORM E-90 REM 12-47

AGENDA
APR 19 1948
20.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1948

SUBJECT: Properties needed for highway office building site

To: Mr. H. B. Glaisyer,

O f f i c e .

L

Dear Sir:

Will you please place on the agenda for discussion at the next meeting of the Commission the compromise settlements with respect to the following properties:

R 14197	Floyd C. Crabtree
R 14197A	Floyd C. Crabtree
R 14201	Elizabeth E. Heenan
R 14204	Sarah and Bernice M. Rise

Yours very truly,

J. M. DEVERS

JMD:PW

C.C.R.

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APR 6 1949
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April 5, 1949

Oregon State Highway Commission

Gentlemen:

Herewith is a set of the preliminary studies, including a perspective of the proposed State Highway Office Building, a copy of the preliminary estimate of construction, and an outline of the divisions of the specifications which will be furnished with the completed plans.

These are furnished in accordance with Section A of Article 2 of our contract with the architects, and I recommend their approval, and that authority be given me to notify the architects of this approval and direct them to complete the preparation of the plans and specifications.

Some time ago we devised plans or layout sheets for the individual office space with the necessary partitions for each of the several departments. The over-all floor plan we used was identical with the one now presented. However, the location of the columns has been changed to better fit structural needs and the sizes and positions of the stairways and elevator shafts have been changed, so that we are now engaged in allocating the space to the various departments and designing the sizes of offices requisite for the most efficient use. The change in column arrangements will not interfere with the economical assignment of space in the building.

If these plans are approved, we can then go over with each department head the space assignments for that department, and as soon as we have reconciled the various views we will furnish the architects with the optimum arrangement desired.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

ITEM	DESCRIPTION	AMOUNT
1.	Bonds and Insurance	12,000.00
2.	General Excavation and Grading	15,000.00
3.	Excavate Footings and Pits	5,000.00
4.	Building Backfill	1,500.00
5.	Drainage (Footings and Underfloor)	4,000.00
6.	Concrete Including Forms and Resteel	390,000.00
7.	Rough Carpentry and Miscl. Items	16,000.00
8.	Exterior and Interior Masonry	76,000.00
9.	Miscellaneous Iron	12,000.00
10.	Steel Pans	35,000.00
11.	Millwork	60,000.00
12.	Hardware	12,500.00
13.	Plumbing, Heating & Vent. (Including cooling)	148,000.00
14.	Wiring	90,000.00
15.	Fixtures	85,000.00
16.	Metal Doors	4,500.00
17.	Sheetmetal and Roofing	13,000.00
18.	Waterproofing	6,500.00
19.	Lath and Plaster	115,000.00
20.	Glazing	20,000.00
21.	Painting	25,000.00
22.	Asphalt Tile and Rubber Base	28,000.00
23.	Toilet Partitions	5,200.00
24.	Acoustical Tile	30,000.00
25.	Terrazzo	4,000.00
26.	Ceramic Floors and Base	6,500.00
27.	Elevators	65,000.00
28.	Mail Chute	2,000.00
29.	Bronze Spandrels, Doors and Windows	150,000.00
30.	Interior and Exterior Marble, Granite Work	230,000.00
	Total Construction Cost	$1,666,700.00
	6% Architect's Fee	100,002.00
	Total Cost	$1,766,702.00

OUTLINE SPECIFICATIONS

For

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

- -

1. Foundation & Structural Frame: Reinforced concrete.
2. Exterior Facing: Vermont or Georgia White Marble.
3. Windows and Spandrels: Bronze, Casement type with hopper bottoms.
4. Roofing: 4-ply built-up asbestos felt over 2" insulation.
5. Flashing and Sheet Metal: 16 oz. copper.
6. Exterior Doors: Bronze and glass.
7. Interior Woodwork: Rift sawn oak. Flush doors. Glass in corridor doors.
8. Interior Partitions: 4" T.C. tile - plastered. White sand finish, painted.
9. Ceilings: Suspended metal lath and plaster with acoustical tile finish.
10. Glazing: 1/4" thick heat absorbing glass.
11. Floors: Offices - 3/16" thick asphalt tile. 1st floor lobby and corridor - Terrazzo.
12. Toilet Rooms: Ceramic tile floors. Glazed block walls. Wall hung toilets. Pedestal type urinals with automatic flush valves. Ceiling hung metal toilet partitions.
13. Elevators: Automatic levelling passenger elevators. Hydraulic freight elevator.
14. Wiring: Metallic conduit. 2 channel underfloor ducts for 110 V. and telephone. Separate conduit for inter-communication system transferred from present building. Fire alarm and watchman service connected to existing Capitol system.
15. Lighting: Ceiling mounted, fluorescent type fixtures to produce 30 ft. candles of maintained illumination at desk level. 75 ft. candles in drafting rooms.
16. Heating and Ventilation: Split system, Steam supplied from central heating plant. Semi-flush convectors. Cooling by refrigeration. (Alternate)
17. Hardware: Heavy duty type, bronze finish.

RECEIVED
APR 4 1949
FOR FILING

24-3421

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Original sent to Attorney

April 1, 1949

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Att. Mr. R.H. Baldock,
State Highway Engineer
Re: State Highway Office
Building, Salem.

Gentlemen:

Reference is made to your letter to us of March 2, 1949 in which you informed us that the Highway Commission had approved in general of our preliminary plan layout designated Scheme VI, and authorized us to proceed with the final preliminary plans, specifications and cost estimates in accordance with Section (a) of Article II of our agreement dated Dec. 21, 1948.

In accordance with the above we have sent you under separate cover five sets of final preliminary drawings, sheets 1 to 8 inclusive, five copies of the outline Specifications and five copies of the Cost Estimate. We assume that one set of prints, one specification and one cost estimate will be furnished to each of the three Commissioners, to the Commission Secretary for file copy, and for your own use. The sixth set called for by the contract will be furnished you for your file record as soon as we have received your departmental layout and we have added same to the drawings. If further sets are required please let us know.

If the Commission approves of these preliminary studies as submitted will you please see that we recieve written approval of same and instructions to proceed with the working drawings, as noted in Section (b) of Article II of our agreement dated Dec. 21, 1948

Very truly yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

WEC:r
file-2

RECEIVED
STATE HIGHWAY

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

ITEM	DESCRIPTION	AMOUNT
1.	Bonds and Insurance	12,000.00
2.	General Excavation and Grading	15,000.00
3.	Excavate Footings and Pits	5,000.00
4.	Building Backfill	1,500.00
5.	Drainage (Footings and Underfloor)	4,000.00
6.	Concrete Including Forms and Resteel	390,000.00
7.	Rough Carpentry and Misel. Items	16,000.00
8.	Exterior and Interior Masonry	76,000.00
9.	Miscellaneous Iron	12,000.00
10.	Steel Pans	35,000.00
11.	Millwork	80,000.00
12.	Hardware	12,500.00
13.	Plumbing, Heating & Vent. (Including cooling)	148,000.00
14.	Wiring	90,000.00
15.	Fixtures	85,000.00
16.	Metal Doors	4,500.00
17.	Sheetmetal and Roofing	13,000.00
18.	Waterproofing	6,500.00
19.	Lath and Plaster	115,000.00
20.	Glazing	20,000.00
21.	Painting	25,000.00
22.	Asphalt Tile and Rubber Base	28,000.00
23.	Toilet Partitions	5,200.00
24.	Accoustical Tile	30,000.00
25.	Terrazzo	4,000.00
26.	Ceramic Floors and Base	6,500.00
27.	Elevators	65,000.00
28.	Mail Chute	2,000.00
29.	Bronze Spandrels, Doors and Windows	150,000.00
30.	Interior and Exterior Marble, Granite work	230,000.00
	Total Construction Cost	$1,666,700.00
	6% Architect's Fee	100,002.00
	Total Cost	$1,766,702.00

OUTLINE SPECIFICATIONS

For

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

Whitehouse, Church, Newberry & Roehr, Architects

- -

1. Foundation & Structural Frame: Reinforced concrete.
2. Exterior Facing: Vermont or Georgia White Marble.
3. Windows and Spandrels: Bronze, Casement type with hopper bottoms.
4. Roofing: 4-ply built-up asbestos felt over 2" insulation.
5. Flashing and Sheet Metal: 16 oz. copper.
6. Exterior Doors: Bronze and glass.
7. Interior Woodwork: Rift sawn oak. Flush doors. Glass in corridor doors.
8. Interior Partitions: 4" T.C. tile - plastered. White sand finish, painted.
9. Ceilings: Suspended metal lath and plaster with accustical tile finish.
10. Glazing: 1/4" thick heat absorbing glass.
11. Floors: Offices - 3/16" thick asphalt tile. 1st floor lobby and corridor - Terrasso.
12. Toilet Rooms: Ceramic tile floors. Glazed block walls. Wall hung toilets. Pedestal type urinals with automatic flush valves. Ceiling hung metal toilet partitions.
13. Elevators: Automatic levelling passenger elevators. Hydralic freight elevator.
14. Wiring: Metallic conduit. 2 channel underfloor ducts for 110 V. and telephone. Separate conduit for inter-communication system transfered from present building. Fire alarm and watchman service connected to existing Capitol system.
15. Lighting: Ceiling mounted, fluorescent type fixtures to produce 30 ft. candles of maintained illumination at desk level. 75 ft. candles in drafting rooms.
16. Heating and Ventilation: Split system, Steam supplied from central heating plant. Semi-flush convectors. Cooling by refrigeration. (Alternate)
17. Hardware: Heavy duty type, bronze finish.

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APR 5 1949
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DAILY JOURNAL OF COMMERCE

Friday, April 1, 1949

Architects Hired For State Building

(D. J. of C.—April 1, 1949)

Salem. — Architects Whitehouse, Church, Newberry & Roehr, Builders Exchange Building, Portland, have been commissioned by the State Highway Department to draft plans for a five-story building in the state capitol group in Salem, according to R. H. Baldock, state highway engineer.

The building will be located on a block bounded by North Capital, Chemeketa, Center and Summer streets.

The commission has instructed the architects to draft plans for the building so that it will conform to other buildings in the group, Baldock said.

After the preliminary plans have been completed, the commission will review them and if satisfactory will submit them to the state board of control and Salem Long Range Planning Commission for consideration.

"It is expected that the project will reach the building stage early next fall," Baldock said. "When completed there will be some space that the highway department will not need at once and other state departments can be housed in the building until such time as the additional rooms are needed by the department.

Whitehouse, Church, Newberry & Roehr aided in the designing of the state capitol, the state library building, and drew plans for the new state building now under construction.

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March 2, 1949

Whitehouse, Church, Newberry & Roehr
Architects
720 Southwest Stark Street
Portland 4, Oregon

Gentlemen:

Re: State Highway Office Building in Salem

The Highway Commission, at its meeting yesterday, considered your preliminary plan layout, which you have designated Scheme VI. In general this scheme meets with its approval, and you are now authorized to proceed with the preparation of preliminary plans, specifications, and cost estimates in accordance with Section (a) of Article II of our agreement dated December 21, 1948.

The Highway Commission further decided that it would take alternate bids on this project: (a) for providing heat and mechanical ventilation throughout the building, and (b) for providing heat, mechanical ventilation, and sensible cooling.

Mr. Paxson will confer with you shortly as to the details of the arrangement.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

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MAR 4 1949
FOR FILING
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9250

March 2, 1949

State Highway Commission

Gentlemen:

Re: State Highway Office Building in Salem

The preliminary layout plans for the State Office Building in Salem, as submitted to you at the Highway Commission meeting and entered on the architects Schemm VI, will give us a building providing approximately 170,400 square feet of usable office space.

This is, to all intents and purposes, identical with the usable office space recommended to you in the preliminary sketches presented to you prior to the employment of the architects. This space will provide ample room for the department for at least 35 years, and very probably considerably longer.

In conformance with your advice yesterday, I am authorizing the architects to proceed with the preliminary plans, specifications, and estimates in accordance with our agreement with them.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSPigm
cc G. S. Paxson

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February 24, 1940

State Highway Commission

Gentlemen:

Herewith floor plans of the architects Scheme VI for the proposed new State Highway Office Building in Salem. This scheme is almost identical with the ideas developed in this office as to the total floor space required. This scheme provides a gross floor area, including the basement, of 115,998 square feet. Deducting halls, elevators, and other service areas, the rentable net area is 101,140 square feet. Of this area, we would assign for immediate use 72,075 square feet, leaving an unassigned rentable area of 29,065 square feet which would be available for rental.

Some time ago, we submitted to you tabulations of the floor space now needed and of our estimates of need in 1970 and in 1985. These preliminary estimates showed a present need of 69,395 square feet and an estimated need in 1970 of 84,000 square feet and in 1985, 103,100 square feet. I believe these estimates to be quite liberal and provide some opportunity for future growth within the areas listed. You will note that the total rentable space provided by this Scheme VI is almost exactly the amount which we had foreseen for our 1985 need.

I am attaching hereto copies of letters from Whitehouse-Church-Lamberry & Roehr, the architects, and from Thomas E. Taylor, consulting mechanical engineer for the architects. Mr. Taylor estimates that a complete ventilating and cooling system for the building will cost $43,000 more than providing heat only and natural ventilation through windows. The trend in office buildings is toward forced ventilation and cooling, and since this structure is planned for a long-time use, I would recommend that we make it as modern as is now practicable and put in the ventilation and cooling.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSPigm
cc O. S. Paxson

WHITEHOUSE-CHURCH-NEWBERRY-&-ROEHR
ARCHITECTS-320-SOUTHWEST-STARK-STREET
PORTLAND-4-OREGON-TELEPHONE-AT-1557

February 22, 1949

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Re: State Highway Office Building

Dear Mr. Baldock:

In accordance with the wishes of your department as outlined to us at the last meeting in our office, we have revised the preliminary plan layout of the building and under separate cover are submitting prints for your check before same are presented by you to the Commission at their meeting next week. Prints submitted consist of 1/16" scale plans of Basement; First Floor; Second, Third and Fourth Floors; and Fifth Floor, called Scheme VI. These plans show the general layout including corridors, stairs, elevators, toilets, etc., but are not subdivided into rooms and offices as we understand that you wish to study these before giving us approved layouts for the various sub-divisions. Two sets of Scheme VI are included. After subdivisions have been put on by you one set could be returned to us. There are no elevations included at present, but we expect to submit at least some of these before the Commission meeting next week.

Also submitted are prints of rough 1/16" scale studies showing possible office layouts for 1st, 2nd, and 3rd floors, conforming as closely as possible with the layouts shown on similar sheets of your Scheme "B", prints of which you asked be returned to you and which are also being sent to you.

May we call to your attention that the maximum depth of offices in the wings and across the front of the building is now 24 feet, as suggested by your department. We feel that this is an improvement over former schemes as the depths there were sometimes not economical. The rear stairs have been moved back to come within the set-back fifth floor with resulting simplification of both construction and circulation. The front lobby has been reduced in size, but the new scheme permits front columns to be carried thru from fifth floor roof to basement without expensive girder construction, and places information windows out of main traffic areas. While this scheme places only one pair of doors at the front entrance the additional doors to the courtyard and to Capitol Street at each wing will handle the traffic.

We were requested to have this scheme contain approximately the same square foot area as our Scheme II. As you will note on Sheet 3, this Scheme VI is only 246 sq. ft. greater than Scheme II.

If, after you and the Commission have had a chance to check these preliminary drawings, we could be given a letter approval and instructions to proceed with the working drawings we could start that part of our work without delay.

RECEIVED
FEB 23
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock

February 22, 1949

Inclosed with this letter is a copy of a report from our Mechanical Engineer, Mr. Thomas Taylor, regarding the estimated cost of various systems of heating and ventilating as requested by you. If cooling is not required we feel that System III should be adequate. Our original estimate of $10.00 a square foot was based on such a system. We would appreciate being informed of the wishes of the Commission on this matter as it vitally affects our whole design.

Very truly yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

By Walter E. Church
Walter E. Church

WEC:am
Enc.

THOMAS E. TAYLOR
Consulting Mechanical Engineer

707 Spalding Building
Portland 4, Oregon

February 9, 1949

Whitehouse, Church, Newberry, and Roehr, Architects
Builder's Exchange Building
Portland 4, Oregon

Subject: State Highway Commission
Office Building
Salem, Oregon
Attention: Mr. Walter E. Church

Gentlemen:

In accordance with your request, I have studied the preliminary sketches of the proposed subject project, and have made preliminary estimates concerning the heating installation for same. I understand that it has not been fully decided as to whether mechanical ventilation should be included or omitted from the contemplated system.

Generally, the trend in the design of mechanical installations for office buildings is to include complete year-around air conditioning so that temperature and humidities within the building can be controlled to satisfactory levels. It has been proved that with complete air conditioning, absenteeism has decreased and employee efficiency has increased. However, the cost of complete air conditioning can assume proportions that will upset the economy of the entire building.

It is my opinion, that a good ventilation system, circulating sufficient air will suffice for the average weather conditions experienced in the Willamette Valley. There are several periods during summer and early fall when sensible cooling is desirable and it has been my experience that during these periods the respective Owners have been somewhat critical because cooling equipment was not installed. However, such criticism abates as the temperatures assume more normal levels.

Based on building project recently bid or under construction, the costs of various systems that could be installed in the subject building are estimated as follows:

I. System to provide heat and mechanical ventilation for all spaces throughout the building; convectors (steam) under windows; central supply and exhaust fans, ductwork, grilles, automatic control. Would not provide for sensible cooling . . . . . $ 90,000.00

II. Same as No. I, but with equipment added for sensible cooling $102,000.00

III. System to provide heat only. Natural ventilation through windows. Convectors (steam) under windows. Mechanical exhaust from toilet rooms and other inside rooms. 59,000.00

FILING

September 9, 1948

Oregon State Highway Commission

Gentlemen:

This is in the nature of a further report to you on the matter of providing additional office space which is critically needed pending time that will be required to construct a new office building.

As we have advised you, Mr. Bevers needs additional room for the operation of the Legal and Right of Way Department and, to this end, we plan to move the Permit Department from the State Office Building to other space when it can be provided. We must also have additional space for the City and County Relations Engineer and for the Traffic Engineering Department. The Traffic Engineering Department especially is falling behind in its work because it does not have space for the personnel that is needed to properly perform the duties of that department.

The State Police have also advised us that they must have additional space at the State Shops where they maintain their local office and radio facilities.

To provide for this needed space, we have prepared an estimate of the cost of constructing a frame building with concrete foundation, 40' x 86' in dimensions, which should provide us with sufficient space for the next two years or so. The building we have tentatively designed can later be used as a storage building. The estimated cost of the building, complete and ready for occupancy, now is $36,000. In remodeling the building for a storage building, after discontinuance of its use as an office building, we would get enough salvaged material to pay for the labor of remodeling and would have a storage building worth about $21,000 at present prices. We would need to charge off about $14,000 as office rent for the term the building is occupied.

This building would be built on State-owned property at the shop location. Owing to a very critical need of office space, I recommend this construction as the best alternate available for the emergency.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW;gd;hi

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JUL 6 1948
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CHAIRMAN
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

July 1, 1948

Draft
Projects
Bldg.

Mr. Glenn Stanton
208 S. W. Stark Street
Portland 4, Oregon

Dear Mr. Stanton:

I have your letter of June 30, regarding the architectural work on the proposed State Highway building.

At the present time, the Highway Commission has made no decision as to whether it will construct the new building or at what time. We expect to have a meeting with the Board of Control in the near future, and until this meeting, I am sure the Commission will take no action.

Yours very truly,

T. H. BANFIELD
Chairman

THB:eja

cc: Mr. Ben R. Chandler
Mr. A. W. Schaupp
Mr. R. H. Baldock

...ED
...State Highway Engineer

RECEIVED
JUL 6 1948
OREGON
STATE HIGHWAY COMMISSION

C
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P
Y

OFFICE OF GLENN STANTON - ARCHITECT

Concord Bldg. - 208 S. W. Stark St.

Portland 4, Oregon

June 30, 1948

Members of the Highway Commission
State of Oregon

Attention: Mr. T. H. Banfield, Chairman

Gentlemen:

We ask your consideration of our office as architects for the building which has been proposed to house your staff and Commission.

We have been in practice in Portland for many years. Our staff has been increased in number and strength until we have an organization which is qualified as few are in the northwest. Our experience has included a great number of public buildings.

We would appreciate a conference at your convenience.

Yours very truly,

/s/ Glenn Stanton

Glenn Stanton

GS EW

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JUN 15 1948
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Capitol Power Building

June 11, 1948

Oregon State Highway Commission

Gentlemen:

Pursuant to your instructions, I am rendering the following report on the proposed new Highway Office building at Salem and am submitting a suggested general plan for such building, together with charts and tables showing the department's space requirements.

Two general plans are suggested: a four-story building with full basement, a building which we estimate will be adequate to meet the needs of the department for about 20 years; or a five-story building, which, in addition to making a more impressive appearance, would take care of another 15 years of department growth. Thinking that the Commission may prefer the five-story building, cost figures will be given for the five-story structure as well as for the four-story structure.

Construction Cost:

General information relating to the proposed building is as follows:

	4-story Bldg.	5-story Bldg.
Outside dimensions	149' x 204'	149' x 204'
Ground area	23,602 sq.ft.	23,602 sq. ft.
Gross floor space (including basement)	118,010 sq.ft.	141,612 sq. ft.
Net floor space (including basement)	83,777 sq.ft.	101,377 sq. ft.
Unit cost used in estimating cost of building (cost per sq. ft. of gross floor space)	$11.00	$10.50
Estimated total initial cost:		
Building	$1,298,110	$1,486,926
Architect's fee (6%)	77,865	89,215
Site	250,000	250,000
Landscaping	15,000	15,000
Street and parking area	16,000	16,000
	$1,656,975	$1,857,141

The new State Office Building for which the Board of Control recently contracted is to be a five-story, marble-exterior building with a gross floor area of 170,772 square feet, including basement. The contract price for that building is $1,669,905, or $9.77 per square foot of gross floor area. The five-story Highway Building is quite comparable with the State Office Building referred to except that it has a proportionately greater length of outside wall. Taking this into consideration, we have estimated the cost of the five-story Highway Building at $10.50 per square foot.

The unit cost of a four-story building will run higher than that of a five-story building due to the lesser amount of floor space over which to distribute the cost of roof, foundations, elevators, etc. With that taken into consideration, we have estimated the cost of the four-story building at $11.00 per square foot.

Per Month Cost:

With the initial cost of the building and grounds amortized at 2 per cent over a period of 50 years, the per month cost of the facility is estimated as follows:

	4-story Bldg.	5-story Bldg.
Capital cost amortized (2% for 50 years)	$4,394	$4,925
Operation cost:		
Pay roll (janitors, elevator operators, etc.)	2,925	3,315
Heat, power, water, supplies and miscellaneous	1,465	1,755
Maintenance cost	270	320
Total monthly cost	$9,059	$10,315

Figured on a per square foot basis, inclusive of basement, the monthly cost of the building, including cost of operation and maintenance, would be:

	4-story Bldg.	5-story Bldg.
Per sq. ft. of gross floor area	7.7¢	7.3¢
Per sq. ft. of net usable floor area	10.8¢	10.2¢
Per sq. ft. of presently assigned floor area	13.0¢	14.9¢

Space in the other state buildings is rented and space in the new State Office Building will be rented at 8¢ per square foot, which is based upon amortization of first cost only, the provision for maintenance

and upkeep being made by special appropriation by the legislature. In the case of the Highway Building rental costs include all charges. The charge for amortization alone would reduce the rental rate about one third of the amounts above listed. It may be difficult to rent to an outside state department at more than 8¢ per square foot.

Prospect of Renting Unassigned Space:

In the four-story building, usable floor area exceeds the amount initially assigned to divisions of the Highway Department by 14,382 square feet.

In the five-story building, usable floor area exceeds the amount initially assigned by 31,982 square feet.

The prospect of being able to rent any part of the excess space to other state departments during the next few years is not good, as the housing needs of those other departments should be satisfied for several years by the construction of the new State Office Building and the vacation by the Highway Department of 25,000 square feet of space in the old State Office Building. However, there should be a demand for space in perhaps five years or at least after about 1960, and if a five-story structure is built it should be possible to then rent one floor (16,000 square feet) for at least ten years. At 8¢ per square foot per month this would bring in $172,800, of which $85,000 would be available to apply on capital cost.

Financing:

Assuming that the initial cost of the new building is to be financed by a bond issue, it is suggested that the period over which the bonds are to run be fixed at 35 years. The loan under which the new State Office Building is to be built is to run for 35 years and that appears to be a reasonable length of time for a building of the type proposed. Fifty years is, in my opinion, a proper period for amortization purposes, but is too long as a period over which to extend a loan.

My idea with reference to a 35-year bond plan is to have the initial issue extend over a period of 20 years, with 1/20th of the bonds maturing each year. Refunding bonds would then be sold at intervals as required to extend the payments over a total of 35 years.

Assuming that bonds may be sold with interest at two per cent, the annual totals of principal and interest payments for the four-story building would average $64,000 with a maximum of $115,500. For the five-story building, the average would be $72,000 and the maximum $130,000.

Extra Cost of Five-story Building:

From the foregoing, the following deduction may be made as to the probable extra cost of a five-story building as compared with the cost of a four-story structure:

Extra cost in initial construction	$200,000
Interest on extra bonds required	70,000
	$270,000
Less credit from prospective rental collections, 1960-1970	85,000
Net extra cost of fifth floor	$185,000

As each full floor of space in the four-story building will cost (including bond interest) $340,000, the purchase of an additional floor for $185,000 could well prove to be a very good investment even though the added space is not needed for 20 years. The depreciated value of a fifth floor at the end of twenty years would be about $240,000 (figuring 75 years total life). The worth, at that time, of a present investment of $185,000 (at 2 per cent) would be $230,000, which is roughly the same as the depreciated value of the fifth floor and certainly much less than will be required to provide equivalent additional space 20 years hence. A fifth floor would be of considerable additional value and advantage in that it would enable the Department to hold all of its supervisory divisions together in one building for 35 years instead of only 20 years as will be the case if a four-story building is constructed.

Recommendation:

In view of the situation as above analyzed, my recommendation to the Commission is that the five-story building be constructed. I would further recommend that the Commission favorably consider engaging an architect for the drawing of complete plans and the preparation of cost estimates. The Engineering Department will work closely with the architect to the end that the space is utilized so as to gain maximum efficiency in the operation of the State Highway Department.

This matter will appear on the agenda.

Very truly yours,

cc H. C. Williams
Probst/ew

R. H. Baldock
State Highway Engineer

[illegible]

Description	Qty	Unit Cost	Total	Remarks	Date	Initials
[illegible]						
[illegible]						
[illegible]						

OREGON STATE HIGHWAY COMMISSION

FLOOR SPACE REQUIREMENTS
SUPERVISORY OFFICE AT SA

Showing comparison with floor space provided in present new highway b

Same scale

OREGON STATE HIGHWAY COMMISSION

FLOOR SPACE REQUIREMENTS SUPERVISORY OFFICE AT SALEM

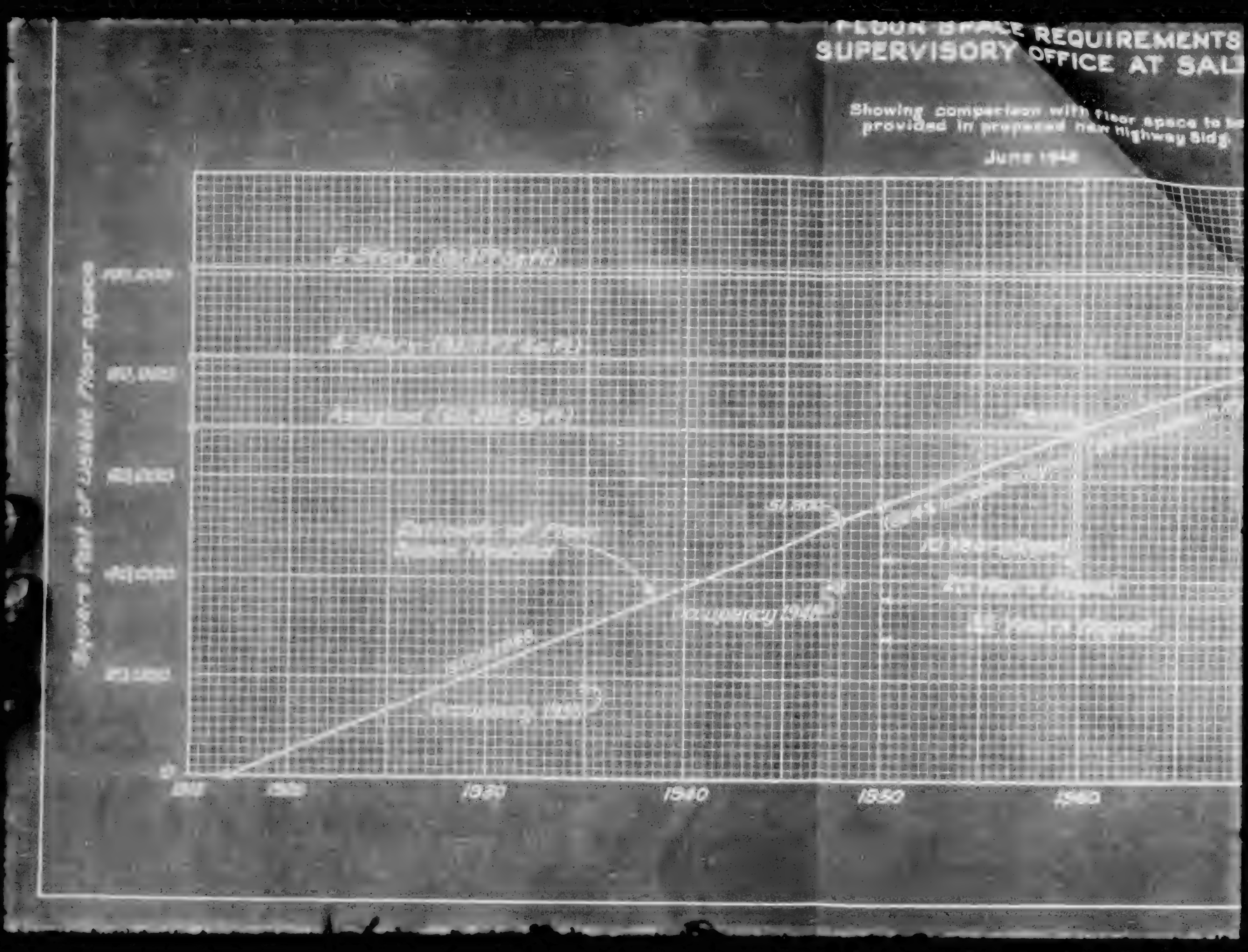
Showing comparison with floor space to be provided in proposed new Highway Bldg.

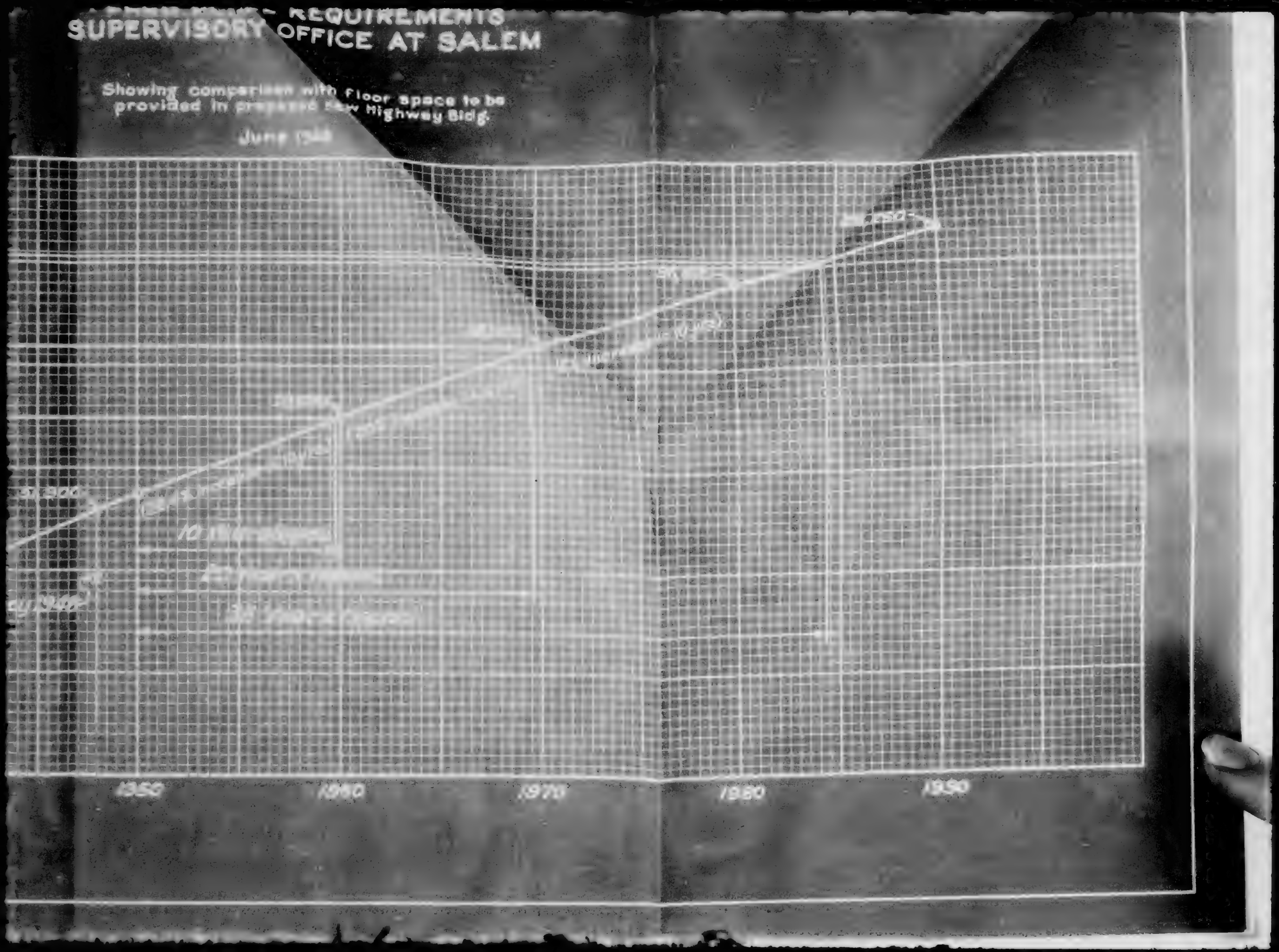
June 1948

FLOOR SPACE REQUIREMENTS
SUPERVISORY OFFICE AT SAL

Showing comparison with floor space to be provided in proposed new highway Bldg.

June 1942




REQUIREMENTS
SUPERVISORY OFFICE AT SALEM
Showing comparison with Floor Space to be provided in proposed New Highway Bldg.
June 1948
1950
1960
1970
1980
1950

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REGON STATE HIGHWAY COMMISSION

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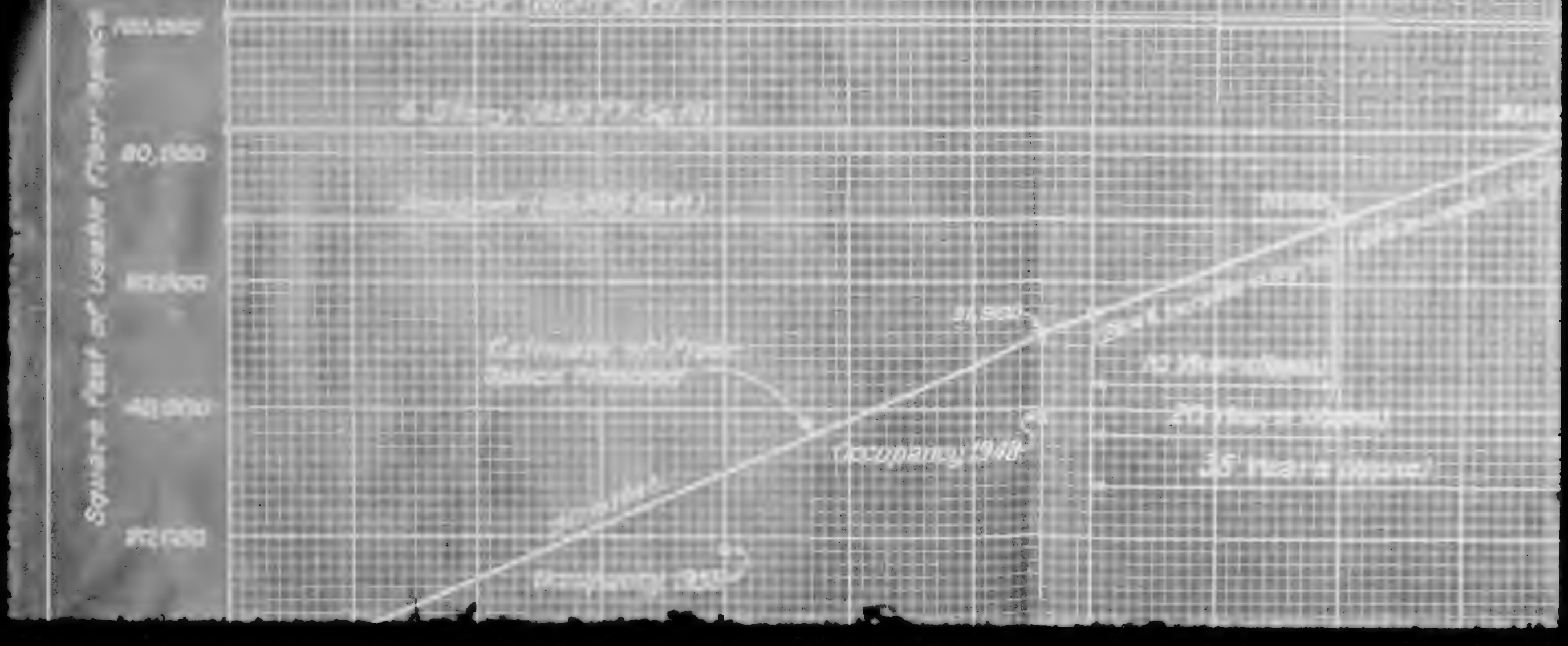
SUPERVISORY OFFICE AT SAL

Showing comparison with floor space to
provided in present

June 1944



OREGON STATE HIGHWAY COMMISSION

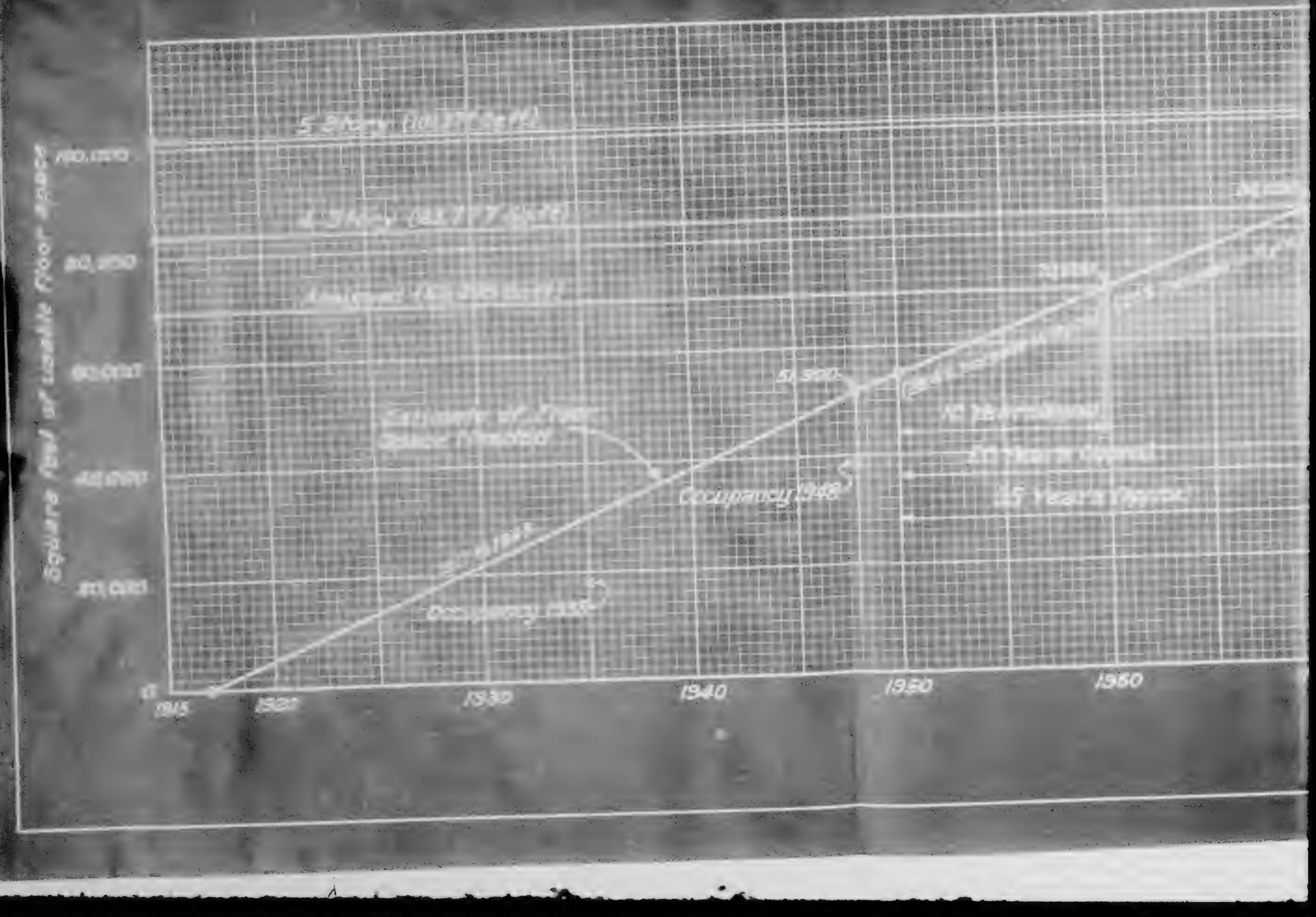
FLOOR SPACE REQUIREMENTS SUPERVISORY OFFICE AT SALEM

Showing comparison with floor space to be provided in proposed new highway bldg.

June 1946

Showing comparison with floor space to be provided in proposed new Highway Bridge

June 1944



Showing comparison with Flash typica to be provided in proposed new Highway Bridge

June 1948

1950 1960 1970 1980 1990

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1949

SUBJECT:

To: R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Mr. Baldock:

I have just hurridly examined the copy of the Architects' letter to the Commission concerning the proposed Highway Office Building, and a copy of your letter of transmittal to the Commission.

In your last paragraph you say: "These sketches and estimates show a building larger than I believe is justified, ***."

I do not want to challenge your judgment, but I think we should give very careful consideration to the size of the building. This department is growing and expanding very rapidly, and it will be a long time before any more building space will be provided for the department.

The law under which we are building permits the Commission to lease excess space, so I think we should not overlook future needs, and those future needs should be given very generous consideration.

Very truly yours,

J. M. Devers

J. M. DEVERS

JMD:NH

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24-3451

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1949

SUBJECT: Proposed State Office Building

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

We have only had time to give the preliminary sketches submitted by the architects a very hurried examination. Several things, however, are immediately apparent. Our preliminary plans that we have talked about had a gross floor area for the five-story building of approximately 141,600 square feet, and a net floor area of 101,400 square feet. Our estimate of the needs of the department to 1960 is 70,000 square feet, and the present space occupied by the departments which are scheduled to use the new building is approximately 38,400 square feet. I am sure that our estimates of future needs are very liberal. The sketches submitted by the architects call for a gross floor area of 168,176 square feet, with a usable floor area of 130,500 square feet.

The outside dimensions of the plan proposed by the architects call for 246 feet fronting on Summer St. and 158 feet fronting on Chemeketa and Center Streets, with the wings 63 feet in width and the main body of the building 81 feet in depth. It is only practicable to have a tier of office rooms on each side of a central hallway and this results in rooms considerably deeper than we had shown. The rooms on their sketch scale approximately 31 feet deep on the outside of the building and 21 feet deep on the inside of the building; whereas, the room sizes which we had shown are 27 feet deep on the outside and 22 feet deep on the inside. I do not believe that we are getting any beneficial use out of this additional depth.

I like the U-shape arrangement which they propose, but believe that the over-all dimension should be cut down to approximately that which we show in our Plan No. 3. This would reduce the cost by about $250,000 and would give us a building ample for our foreseeable needs for a long time in the future.

I am having additional prints made of our Plans 1, 2 and 3 which are referred to in Mr. Church's letter, so that the Commission will have all of the plans before them.

Very truly yours,

O. S. Paxson
Bridge Engineer

GSP:gm

OTE
State Highway Engineer

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24-3437

3230

January 21, 1949

Oregon State Highway Commission

Gentlemen:

I am forwarding herewith a letter from architects Whitehouse, Church, Newberry & Roehr transmitting plans, data sheets and cost estimate for what they call Scheme V for the proposed State Highway Office Building.

These sketches and estimates show a building larger than I believe is justified, and I would like to discuss this in detail with you before answering Mr. Church's letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP/ds

Attachment

cc Mr. R. H. Baldock
Mr. W. C. Williams
Mr. O. S. Paxson

Mr. Banfield

January 20, 1949

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

We inclose herewith prints of Our Scheme V for the new State Highway Office Building together with a data sheet listing gross and net usable areas, comparisons of this scheme with other schemes including those furnished us by the State Highway Department, and a rough cost estimate, all as requested by your Commission and Mr. Baldock at a meeting in Salem on January 10, 1949. The plans and elevations are in rough sketch form only as we felt that more thorough study of the problem would be of greater advantage at this stage than spending the time in a more carefully drawn presentation. The latter, of course, will be furnished you for your records once a general scheme is approved by you.

Our studies of the problem of the relationship of this Highway building to the Capitol group as a whole and the other buildings already erected therein, have led us to certain general conclusions as follows:

A - For the proper and most harmonious relationship, this building should, if possible, be subject to the following limitations:

1. Be so placed on the property that the front face lines up with the front face of the New State Office Building now under construction. This set back from the street lines in front is the same for the State Library and the new State Office Building and should be preserved if possible. This, of course, automatically limits the extreme depth the Highway Building can take.

2. The Highway Building should of course be centered on its plot from North to South, and should leave a reasonable amount of space between the ends of the building and the sidewalk lines. This is particularly necessary as off street delivery driveways are planned off Chemeketa Street for both the New State Office Building and the Highway Building. This limits, to some degree, the total frontage of the Highway Building.

3. The Highway Building should, if at all possible, be limited in height to that already established for the new State Office Building. This latter building and the State Library, for both of which we were the Architects, were designed so that they would not compete with and overpower by their height the wings on both sides of the Capitol dome. This was accomplished mainly by keeping the main parapet line of these buildings at approximately the same height as the parapets of the Capitol wings. Additional space above this was secured by a set back on the top floor of the State Office Building and of the pent house on the State Library. This device should be used on the Highway Building for the same reasons, though the set back need not necessarily be as great.

4. The front of the Highway Building, facing East Summer St. and the Plaza should be fairly uniform across the front face with neither too great indentations or projections, otherwise heavy shadows cast by such indentations or projections will destroy the harmonious relationship with the other buildings which have simple fronts without such heavy shadows.

5. The rear of the Highway Building, facing as it does on important Capitol Street, should be well designed and impressive and not look like a mere service entrance.

B. If it is impossible to secure the needed amount of space in the Highway Building by conforming to the above limitations it would seem that about the only alternative left would be to decrease the width of the plaza between West Summer and East Summer thus increasing the depth of the plot on which the building could be placed. This however would change the whole concept of the development of the Capitol group as laid out in the winning drawings of the Capitol competition, as later followed and developed by the Salem Long Range Planning Commission, and as followed to date by both the Capitol Reconstruction Commission and the various State Boards of Control. It would necessarily establish a new set back line to which all future buildings would have to conform. It would also form two instead of one bend in streets from single Summer St. to the North to Court St. in front of the Capitol. While theoretically possible we recommend against its use.

We were instructed by you to plan for the largest possible amount of space in the Highway Building consistent with certain cost limitations and with your desire to have this building become a harmonious part of the Capitol group. We have worked on various solutions, taking into consideration a budget which we understand was to be around $1,600,000.00 for construction, and the factors as outlined above. We feel that our Scheme V as submitted in rough form herewith fulfills all these conditions as nearly as we can make it. Mr. Baldock's office furnished us with three "Preliminary Plans, Oregon State Highway Dept. Office Building " (Plans Nos. 1, 2, and 3). Each of these was for a basement and four story building. We took each of these and added a fifth story and calculated the space. Our Scheme V with basement, four full floors and a set back fifth floor has more space than any of these buildings with their full fifth floors. It is also greater than the Scheme shown Mr. Baldock on January 6, 1949 and is only some 1600 sq. ft. less than the new State Office Building.

After you have checked this Scheme V and its accompanying data will you please let us know if it is satisfactory. If so, we will have our structural, mechanical and electrical engineers start their calculations and we will proceed with the final preliminary drawings and specifications to be submitted to you. Upon your written orders we will then proceed with actual working drawings and specifications.

If Scheme V is not satisfactory we would appreciate an opportunity to meet with you and explore the possibilities of what might be done to arrive at a workable solution to the problem.

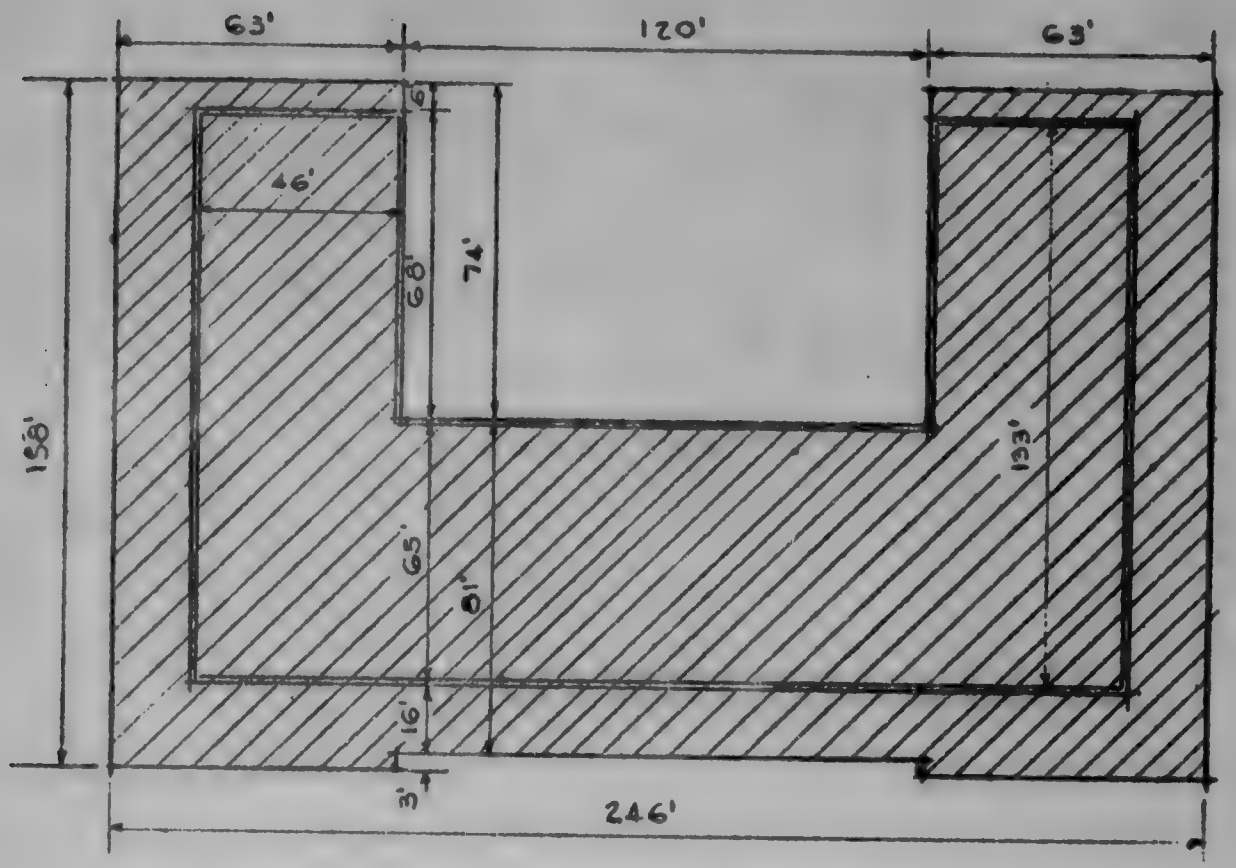
Very truly yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

By_____
Walter E. Church

WEC:ap

STATE HIGHWAY BUILDING



OUR SCHEME V

SCALE: 1" = 50'-0"

JANUARY 20, 1949

Basement, 1st, 2nd, 3rd & 4th floors - 2(63x158) + (81x120) = 19,908 + 9,720 = 29,628 sq.ft.

5

148,140

Fifth floor - 2(46 x 133) + (65 x 120) = 12,236 + 7800 = 20,036

Total 168,176 sq.ft.

Full floor - 29,628 sq. ft.
Set back 5th flr. 20,036
9,592 sq. ft. lost by set back.

SCHEME V

Total gross area - 168,176 sq. ft.
Basement and four full floors plus set back fifth floor above.

- -

Comparison of Scheme V with other schemes,

Scheme V with set back	168,176	
Highway Scheme I with 5 full floors & basement	167,160	
	1,016 sq. ft. gain for V.	
Scheme V with set back	168,176	
Highway Scheme 2 with 5 full floors & basement	163,442	
	4,734 sq. ft. gain for V.	

Scheme V with set back 168,176
Highway Scheme III with 5 full floors & basement 141,600
26,576 sq. ft. gain for V.

Scheme V with set back 168,176
Our Scheme II with set back as presented to
Mr. Baldock, meeting of January 6 144,952
23,224 sq. ft. gain for V.

New State Office Bldg. with set back 169,837
Scheme V with set back 168,176
1,661 sq. ft. less for Scheme V.

Disposition of usable space as shown on sketches:

	Assigned	Unassigned	Total
Basement -	10,948	10,894	21,842
First Floor -	20,526	1,326	21,852
Second Floor -	23,744	none	23,744
Third Floor -	22,647	1,097	23,744
Fourth Floor -	16,731	7,013	23,744
Fifth Floor -	none	15,570	15,570
	94,596 sq. ft.	35,900 sq. ft.	130,496 sq. ft.

Approximately 27½% of total usable area is unassigned. We understand that assigned space also includes a certain amount of room for expansion.

Preliminary Cost Estimate:

Note: As compared with unit cost of approximately $10.00 per sq. ft. on the New State Office Building we believe the following factors should be considered. Some material costs may be less now, but wages are generally higher and may even increase; there are more partitions and doors in this building than in the new State Office Building. We therefore feel that it would be inadvisable to estimate any less than $10.00 per sq. ft. on this building at this time.

Gross Area 168,176 sq. ft.
$10.00
$1,681,760.00 Estimated construction cost without Architect's fees or land costs.

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JAN 5 - 1949
FOR FILING

24-3451

3250

WHITEHOUSE-CHURCH-NEWBERRY-&-ROEHR
ARCHITECTS-320-SOUTHWEST-STARK-STREET
PORTLAND-4-OREGON-TELEPHONE-AT-1557

January 3, 1949

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Dear Sir:

Re: State Highway Office Bldg.

We have been working on the preliminary sketches for the above noted building and have arrived at certain conclusions as to the general solution of the problem. We expect to have some rough sketches, including floor plans and elevations, by the middle of this week and would like to discuss these with you.

As Mr. Newberry usually is in Salem, on Thursdays in connection with the State Office Building, we wondered if it would be possible for you to see us on that day, January 6. If not convenient then, would you kindly let us know when you would want the conference. If you should happen to be in Portland in the near future and would prefer to discuss the matter here in our office we would be available most any time, if you would let us know ahead.

Very truly yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

By Walter E. Church
Walter E. Church

WEC:am

RECEIVED
JAN 5
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 4 - 1949
FOR FILING

24-3451

3250

January 3, 1949
Salem, Oregon

Mr. O. S. Fuesen
Office

C & A 1116

Attached is a copy of an agreement with Whitehouse, Church, Newberry and Becker, Architects, for construction and equipment of State Highway Office Building.

The original of this agreement has been retained in Mr. Chalgren's office for the Commission's files and four fully executed copies have been returned to Mr. J. M. Devers' office.

L. K. Warfield
Staff Engineer

LKW/gd

2 cc Probert
1 cc Finkbiner
1 " Files

FORM B-60 25M 8-48 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1948

SUBJECT:

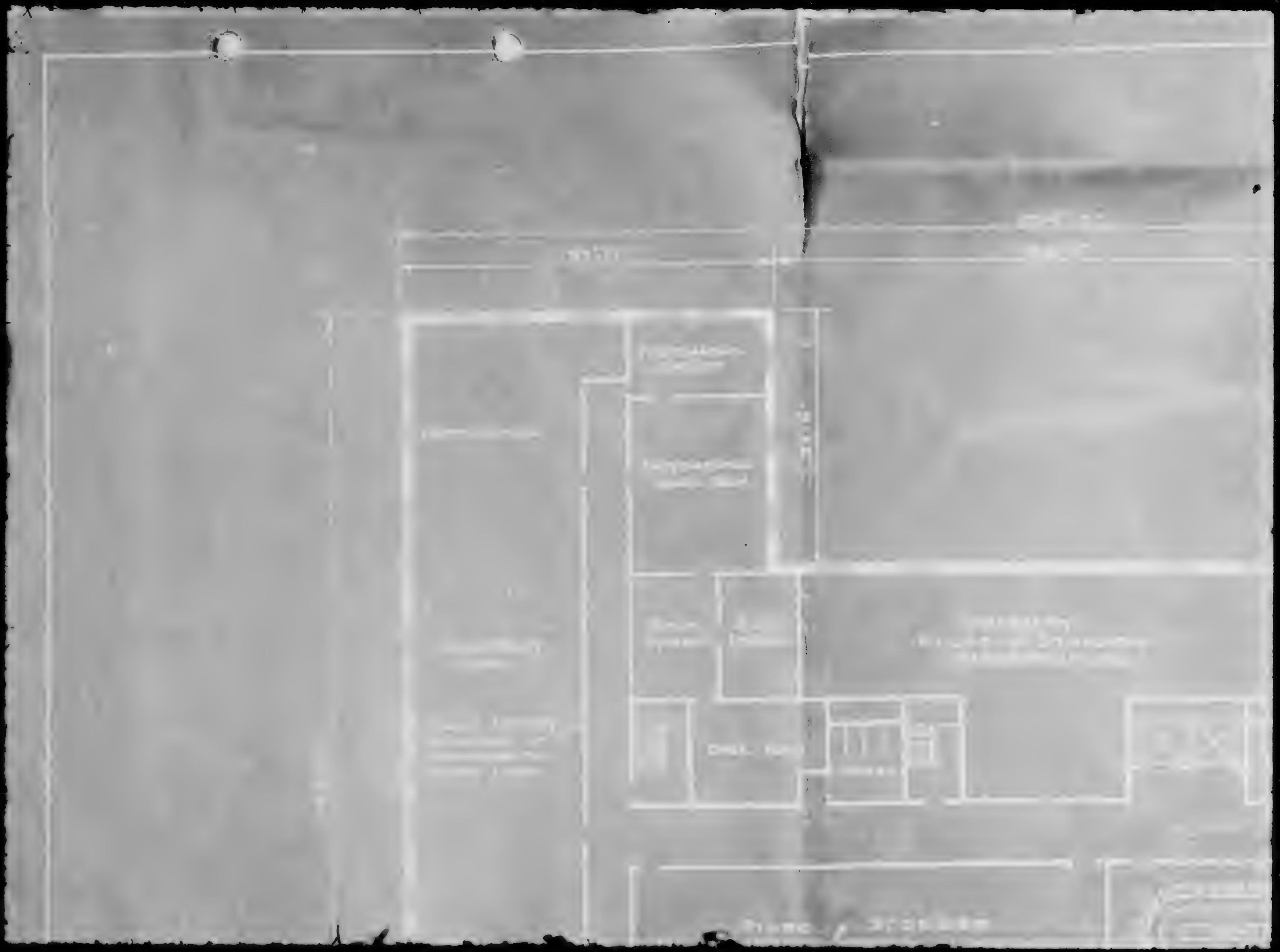
To: Mr. R.H. Baldock

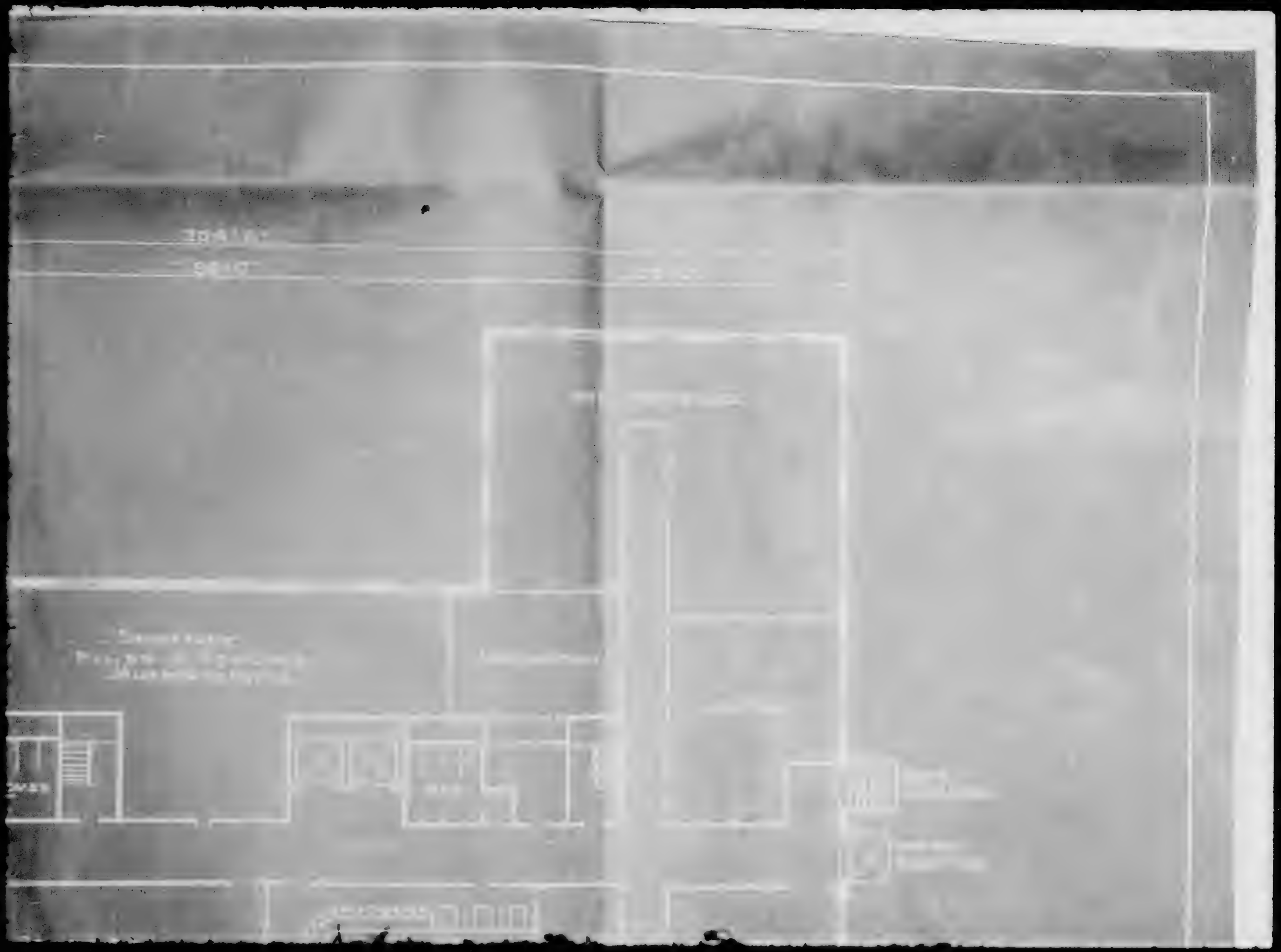
Attached for further handling by you is one fully executed copy of an agreement with Whitehouse, Church, Newberry and Roehr, Architects, for construction and equipment of State Highway Office Building.

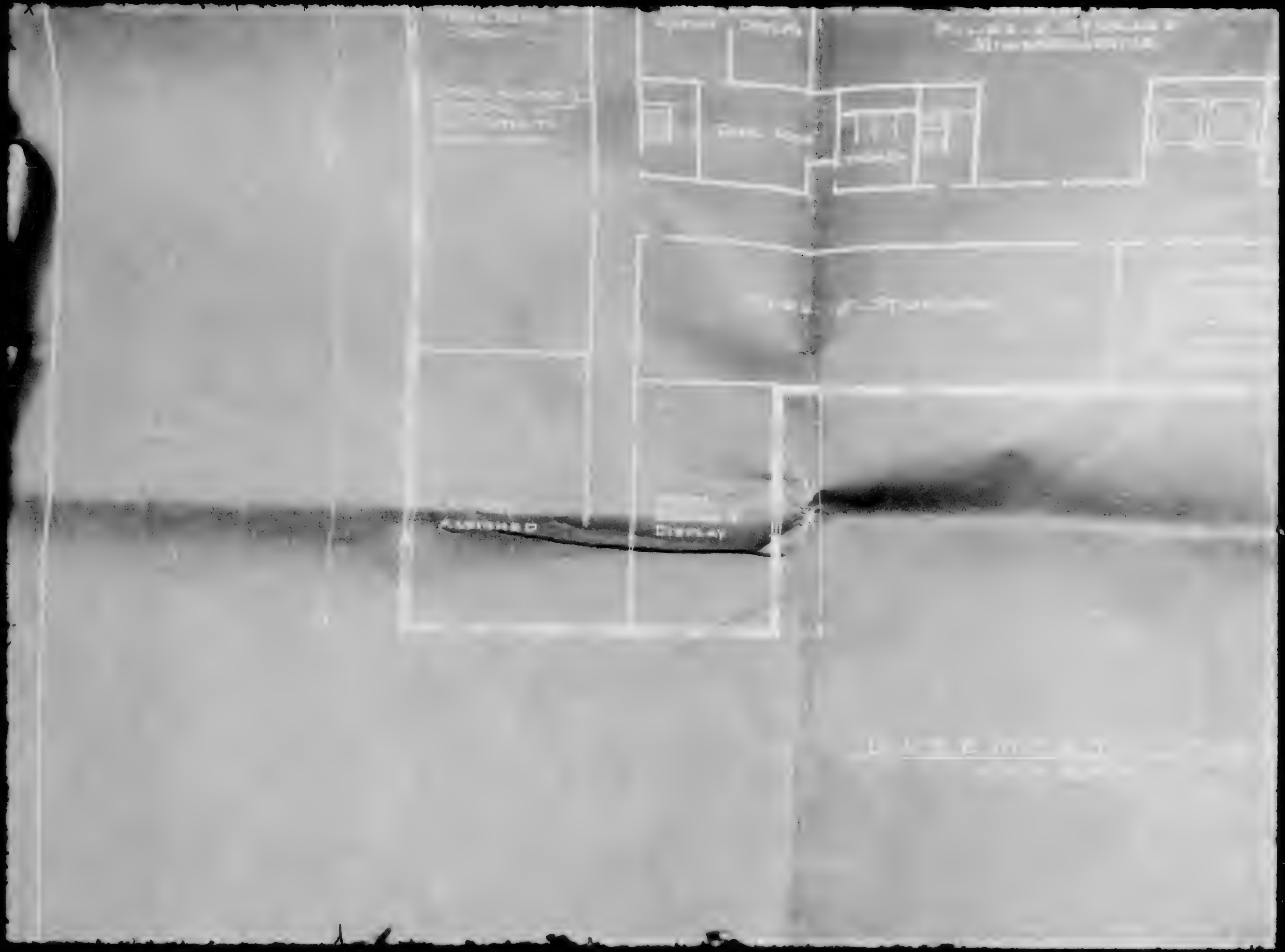
The original of this agreement has been retained in this office for the Commission's files and four fully executed copies have been returned to Mr. J.M. Devers' office.

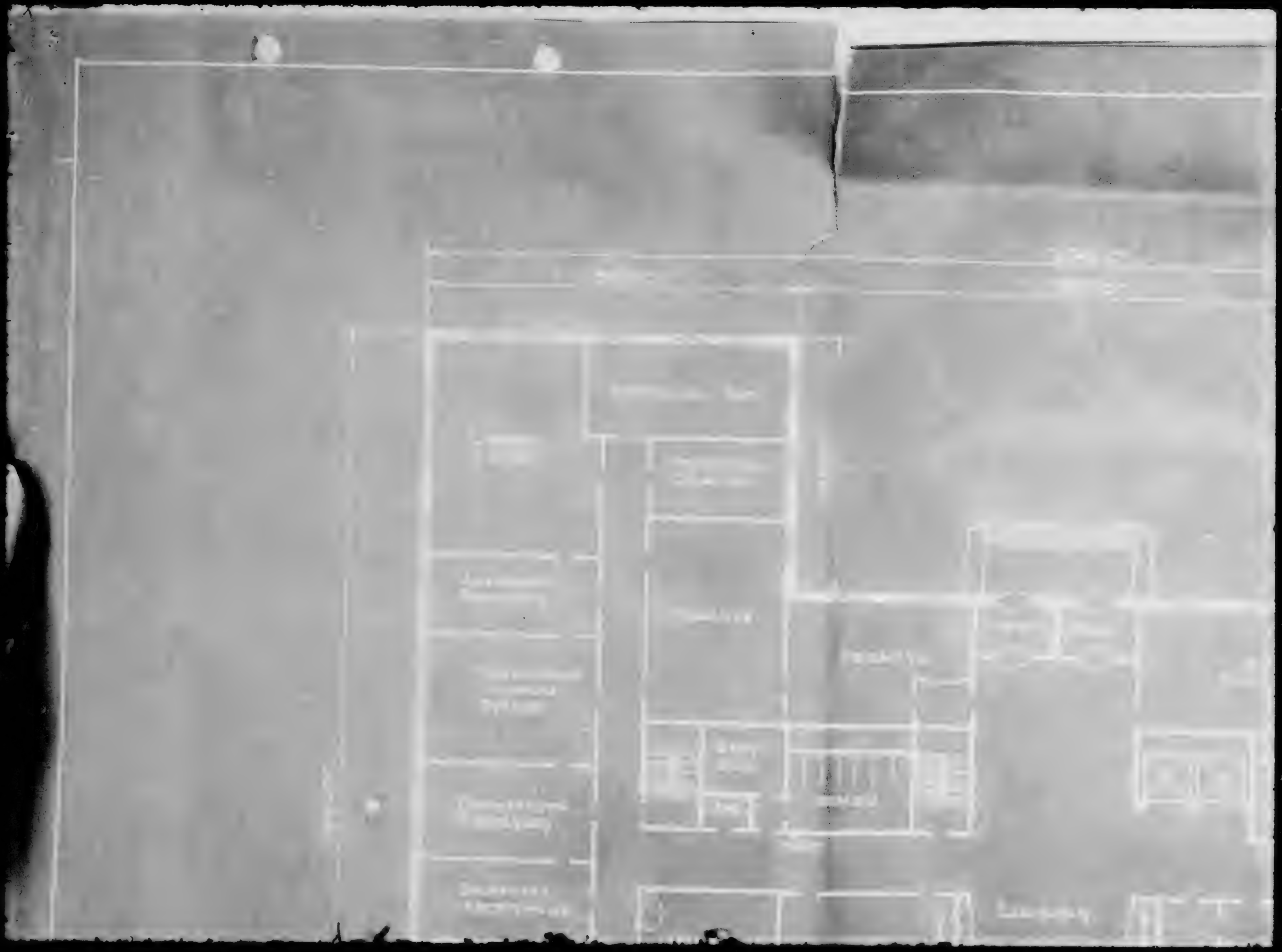
Secretary

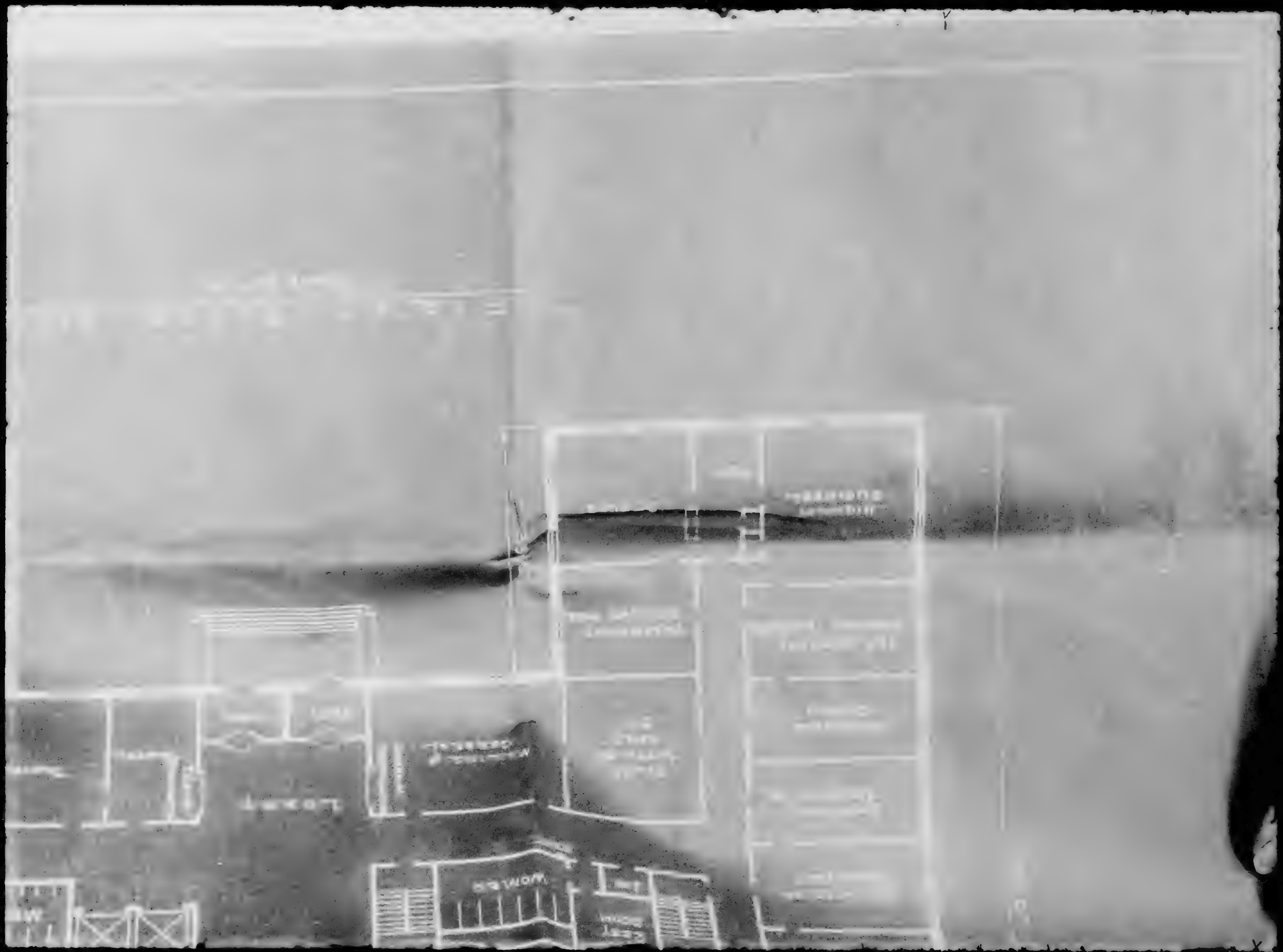
rn

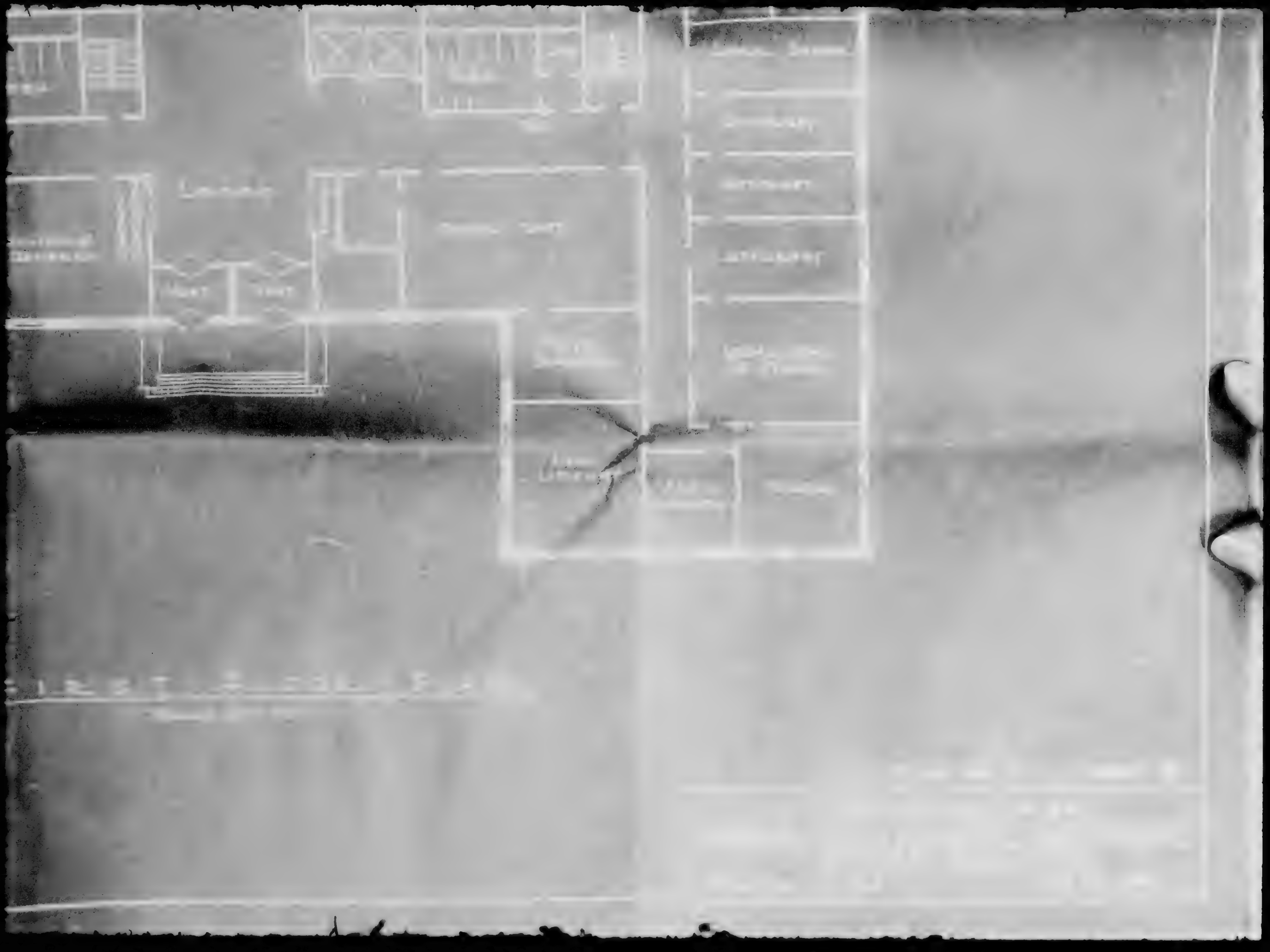


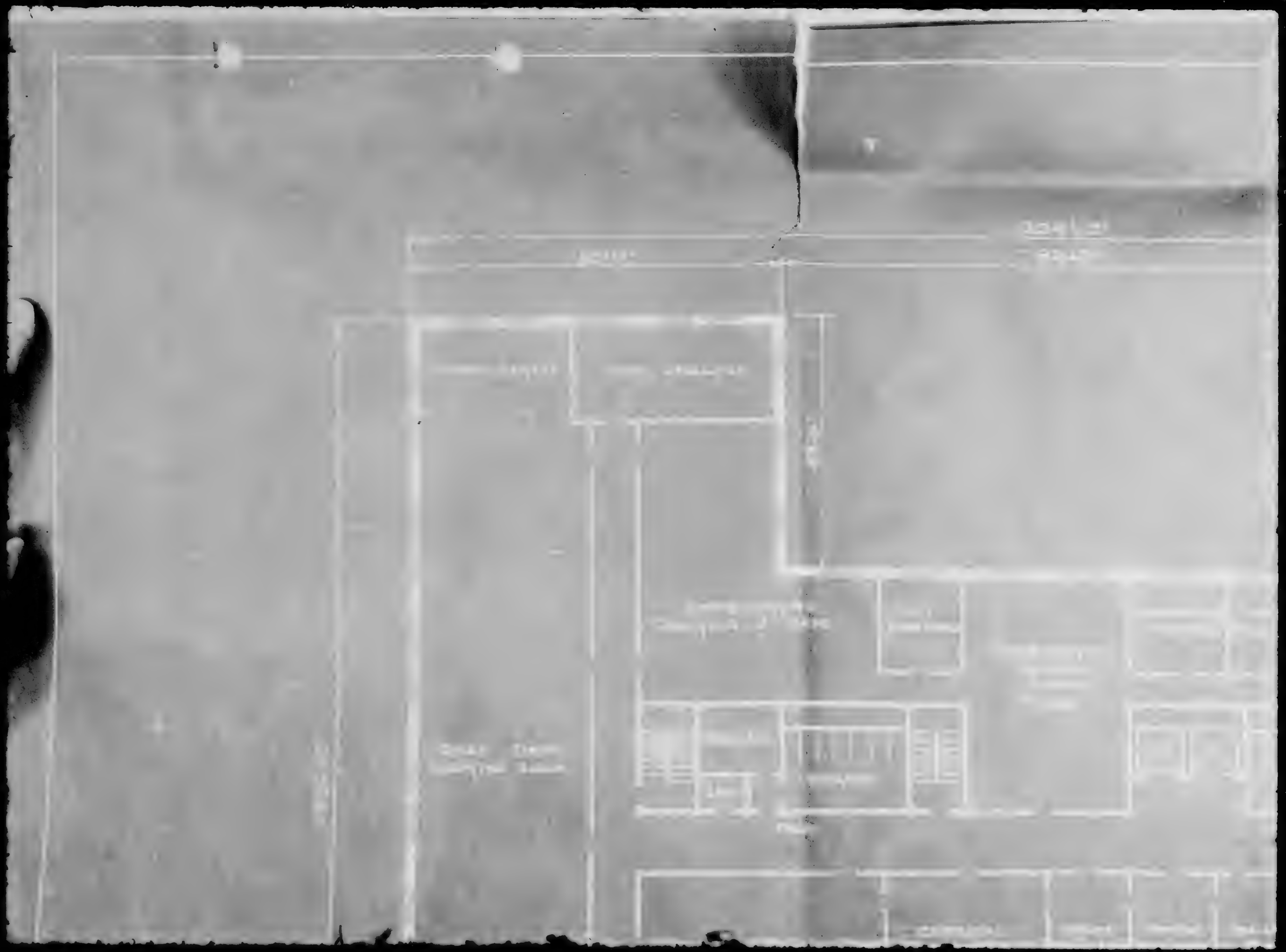




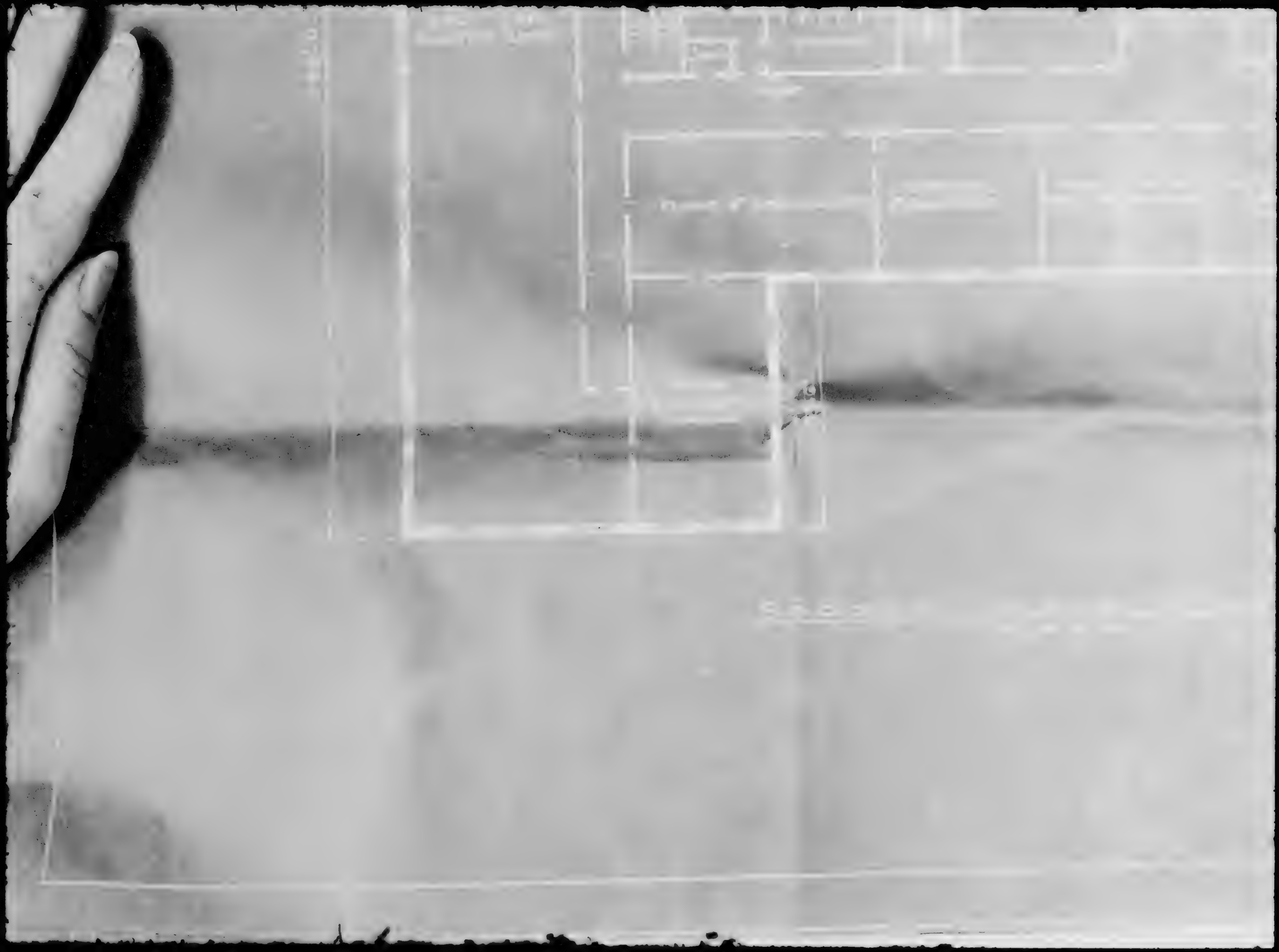


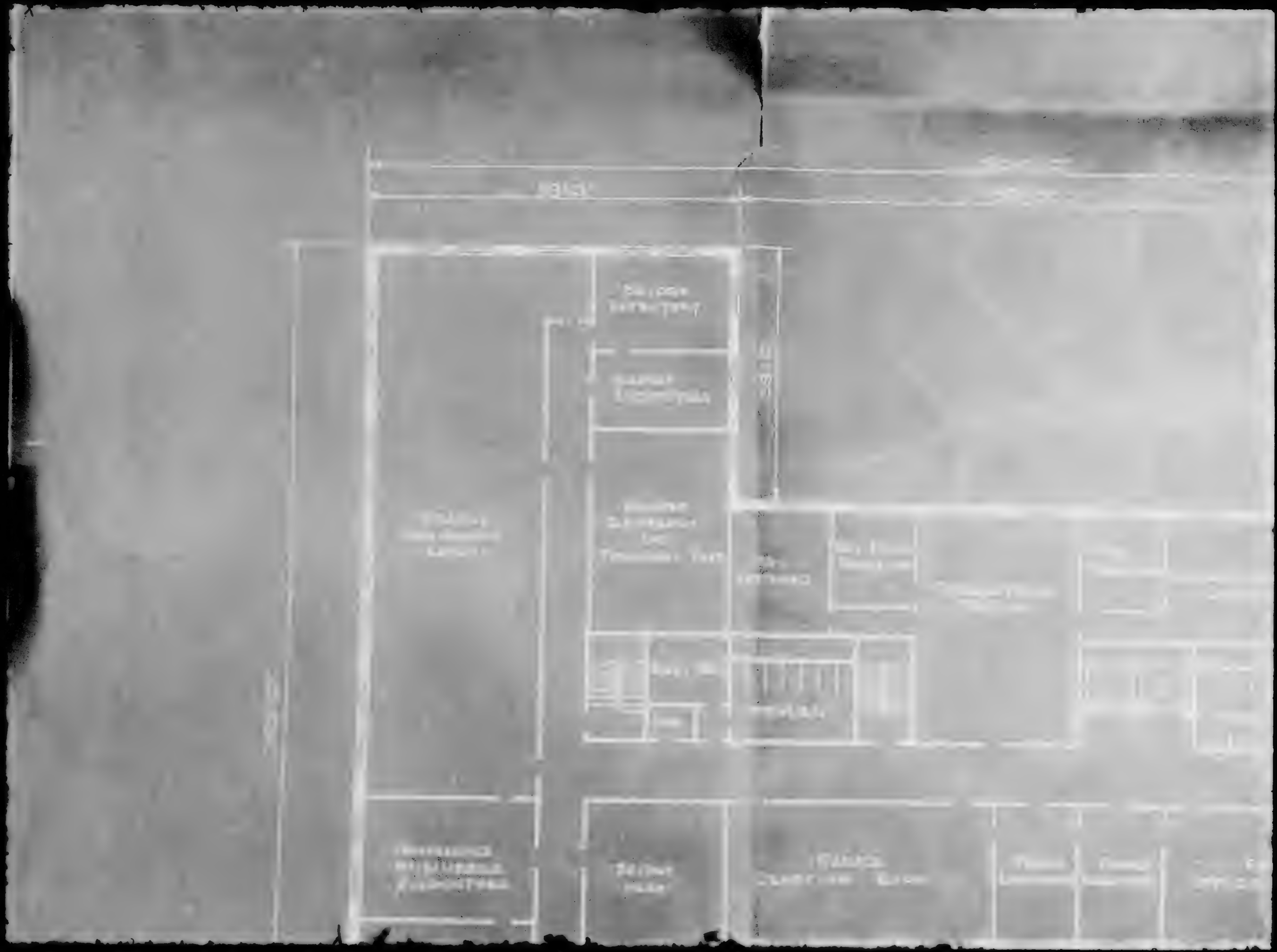


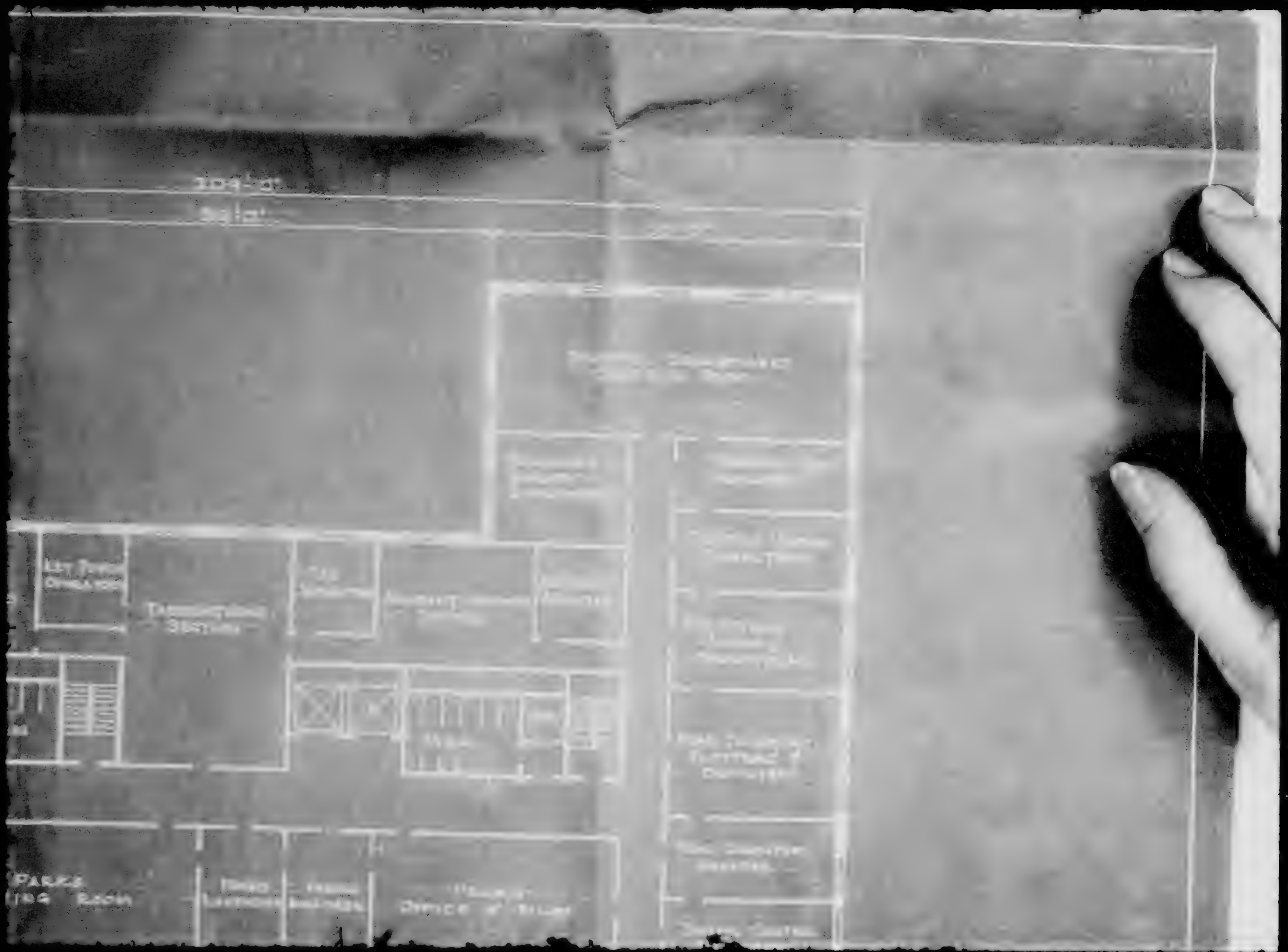


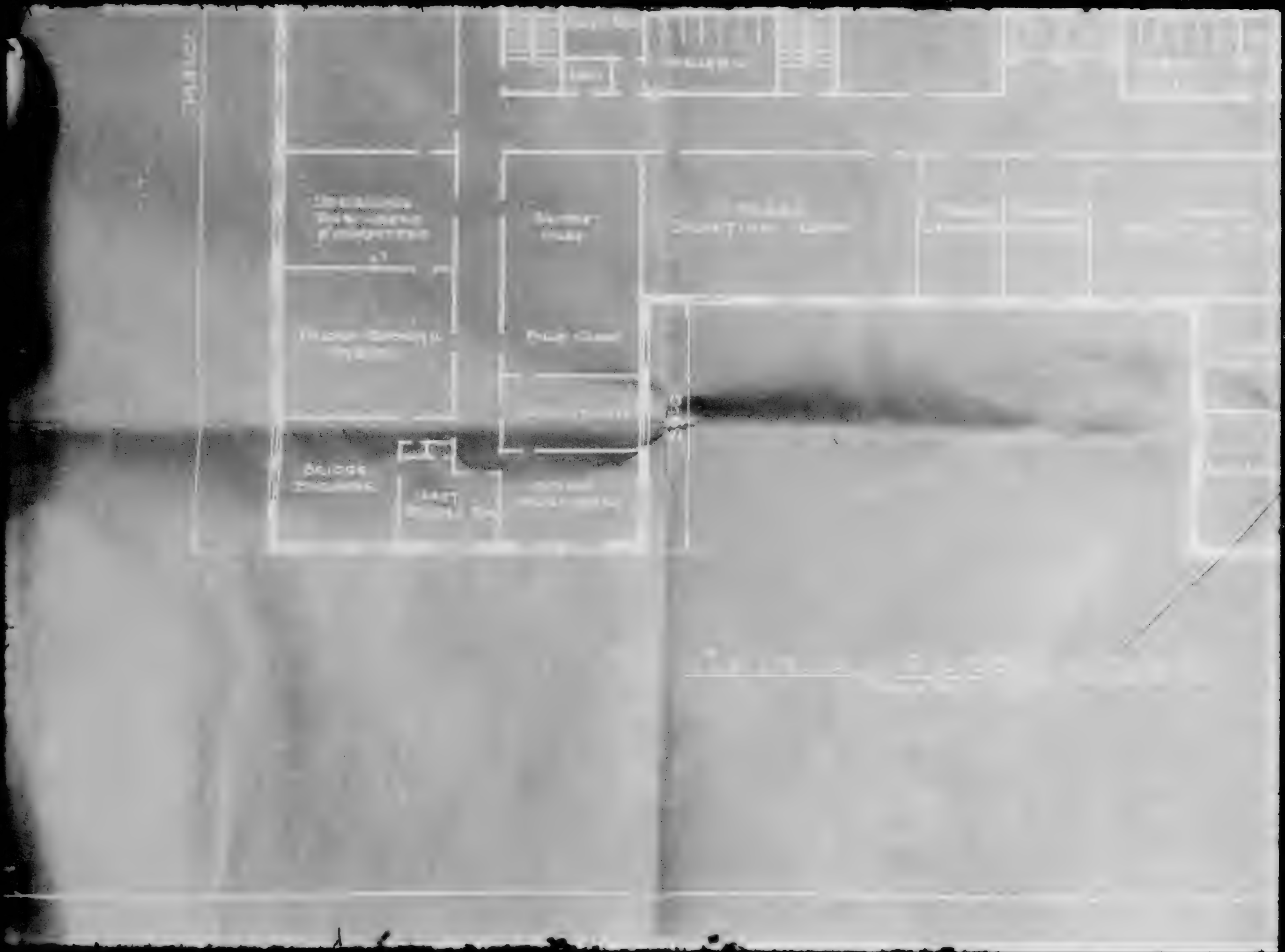


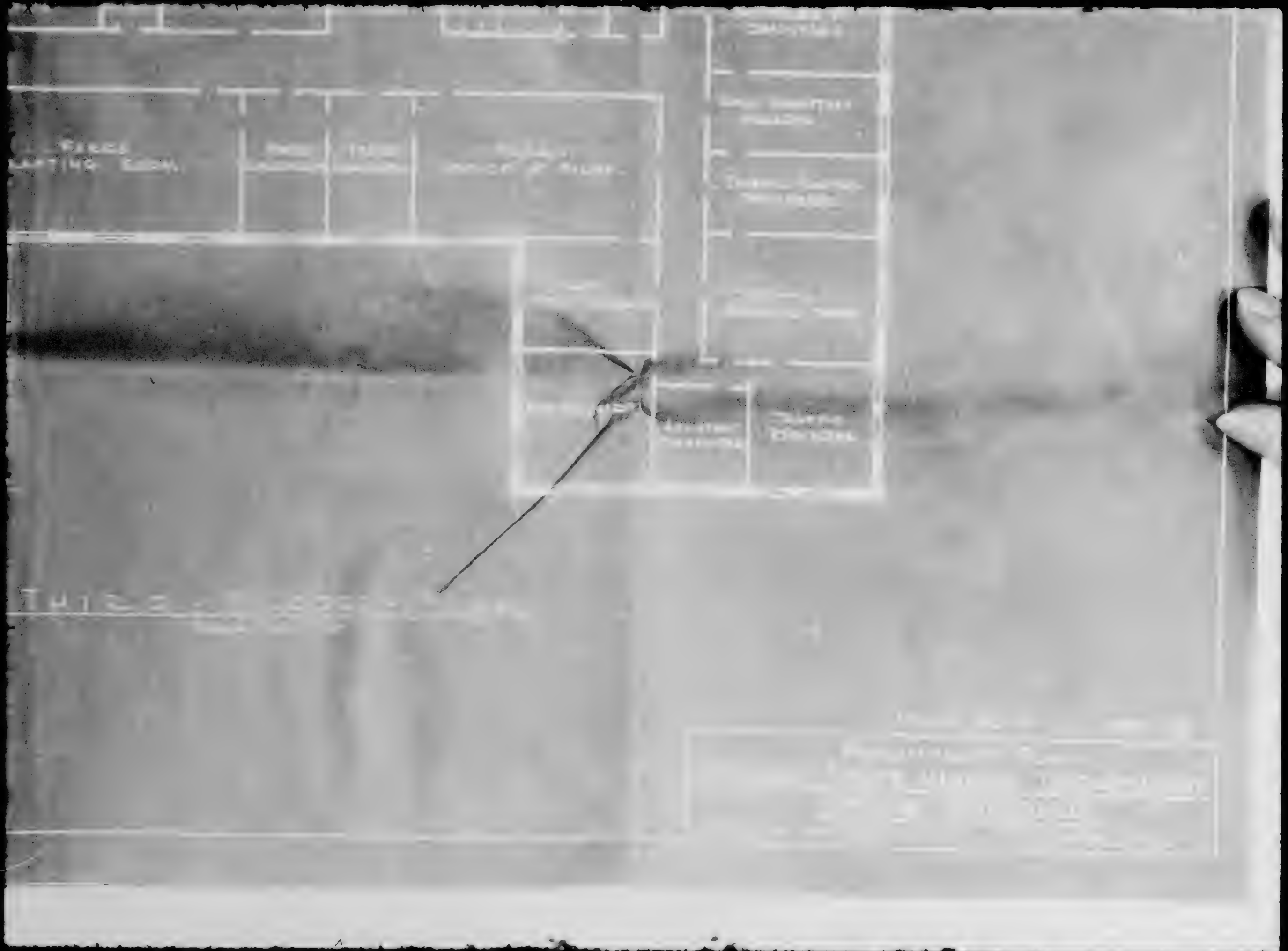
WOMEN
CHEMICAL
ASSISTANTS

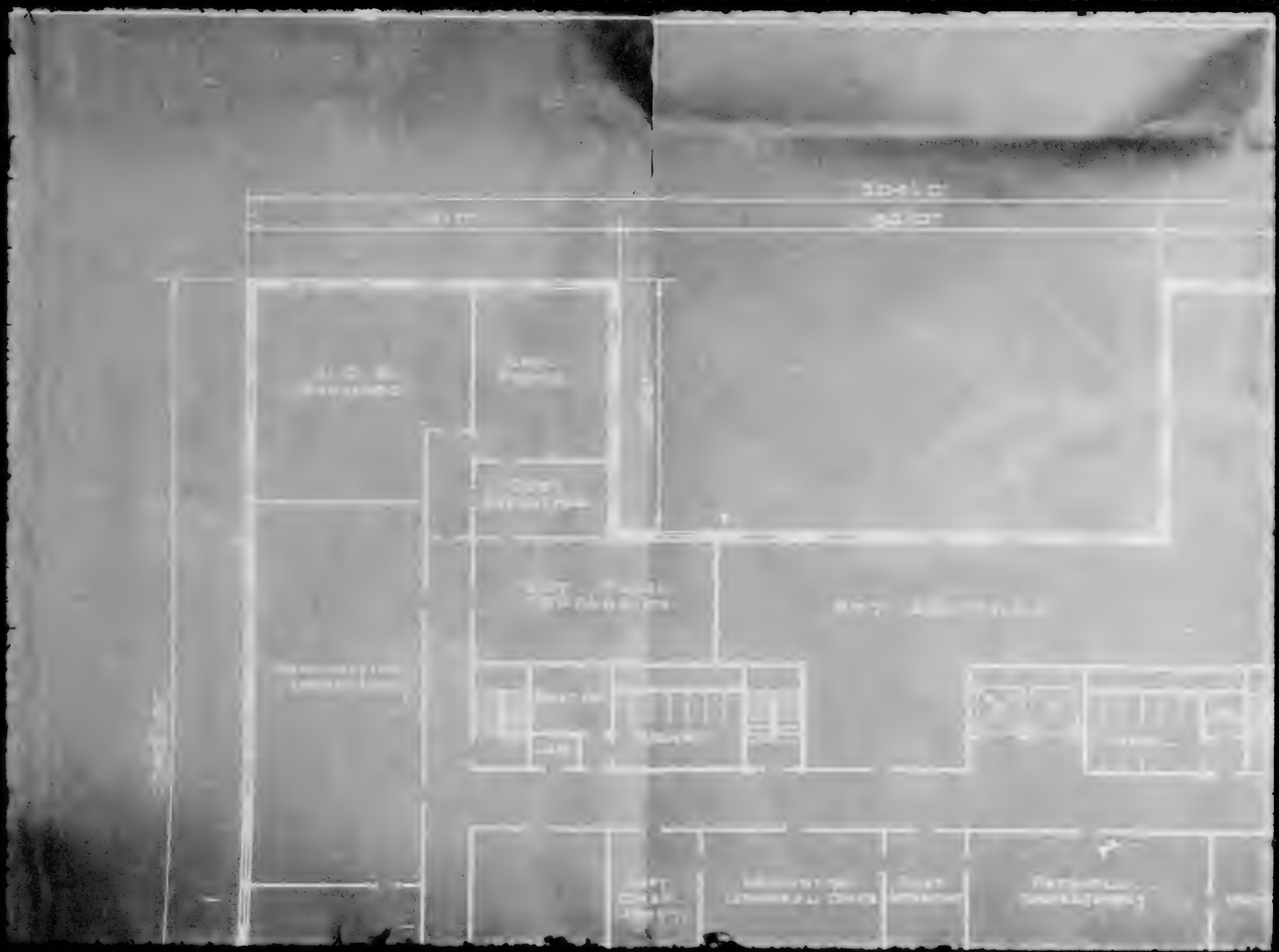


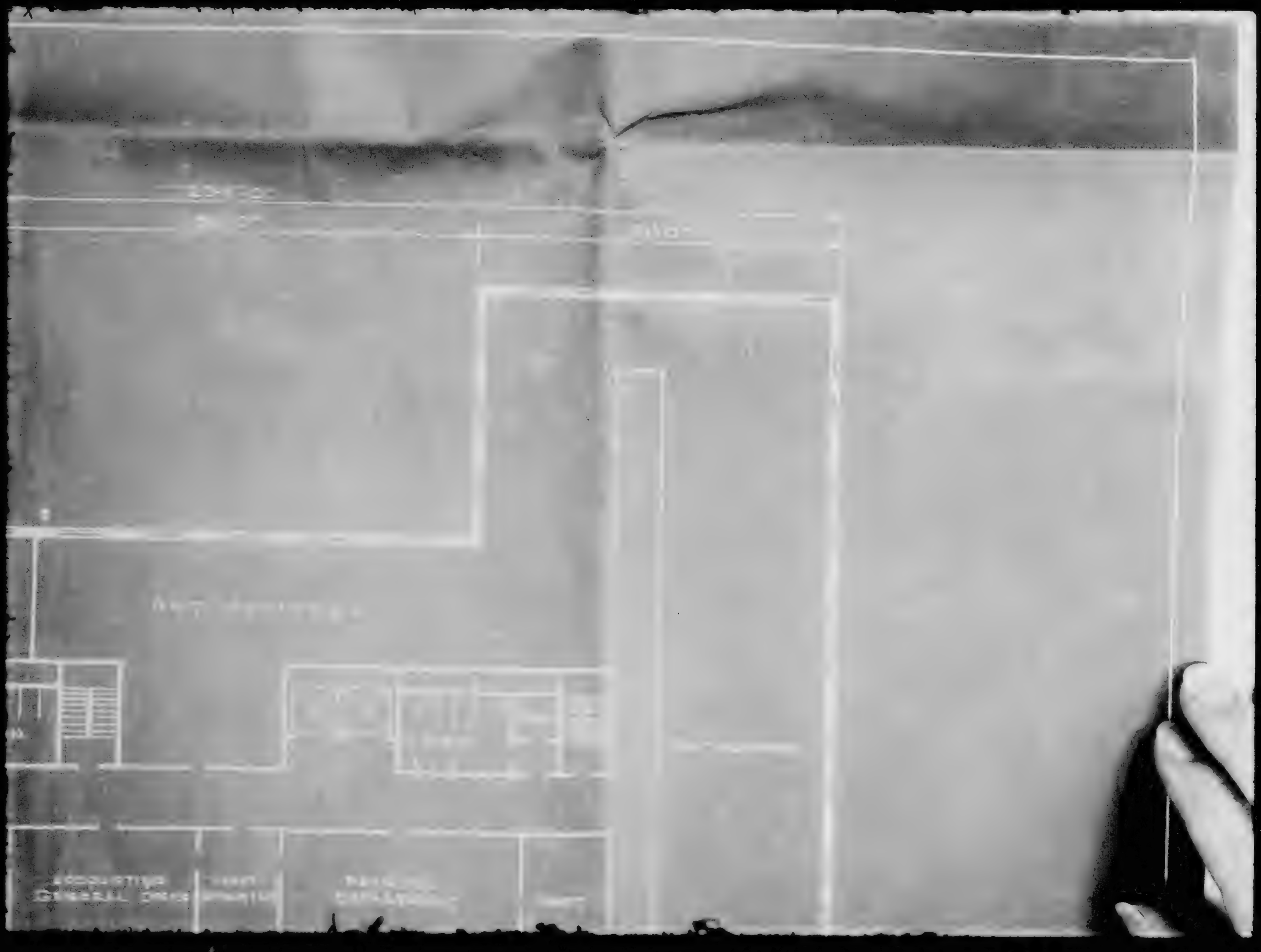


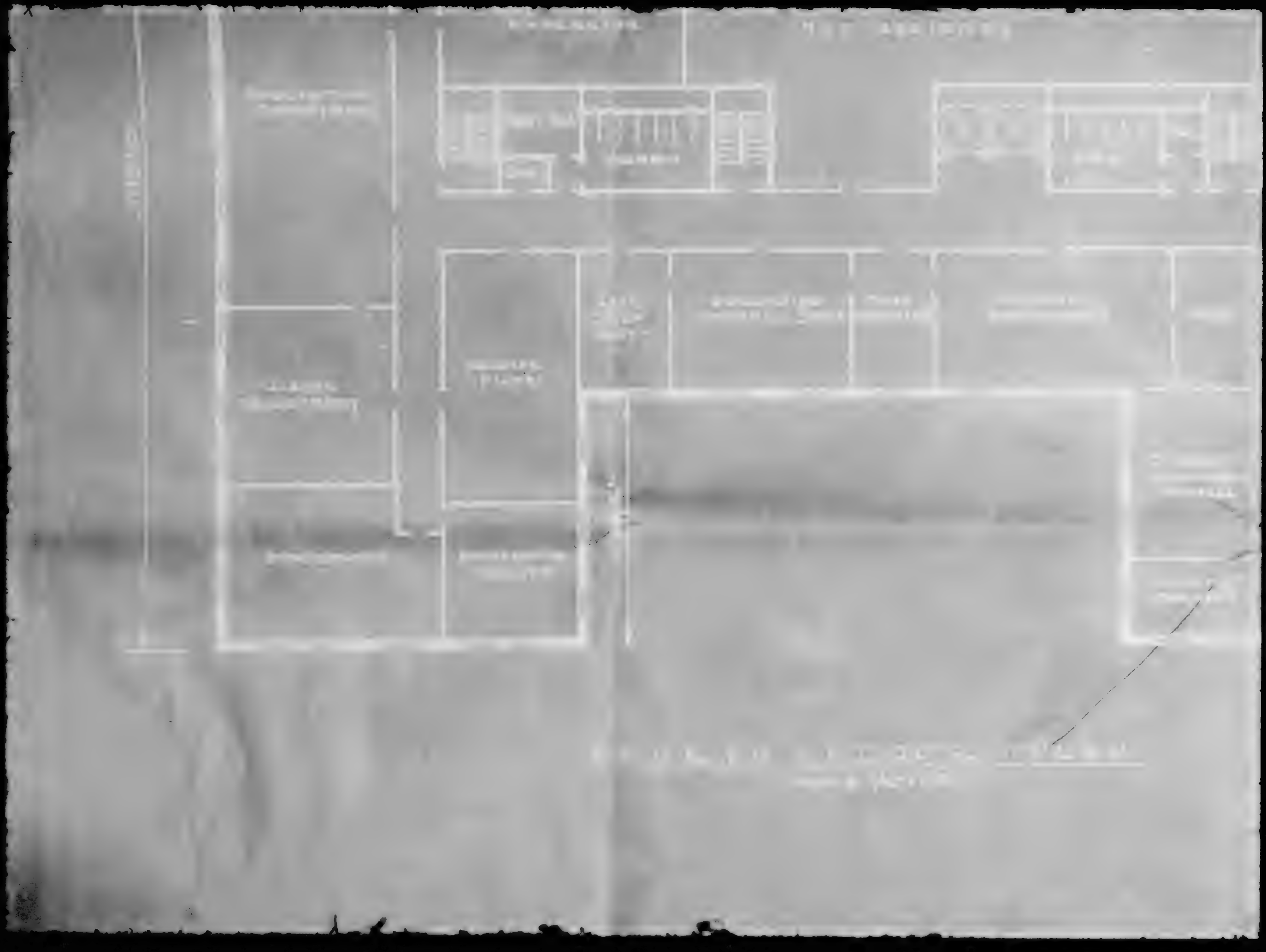


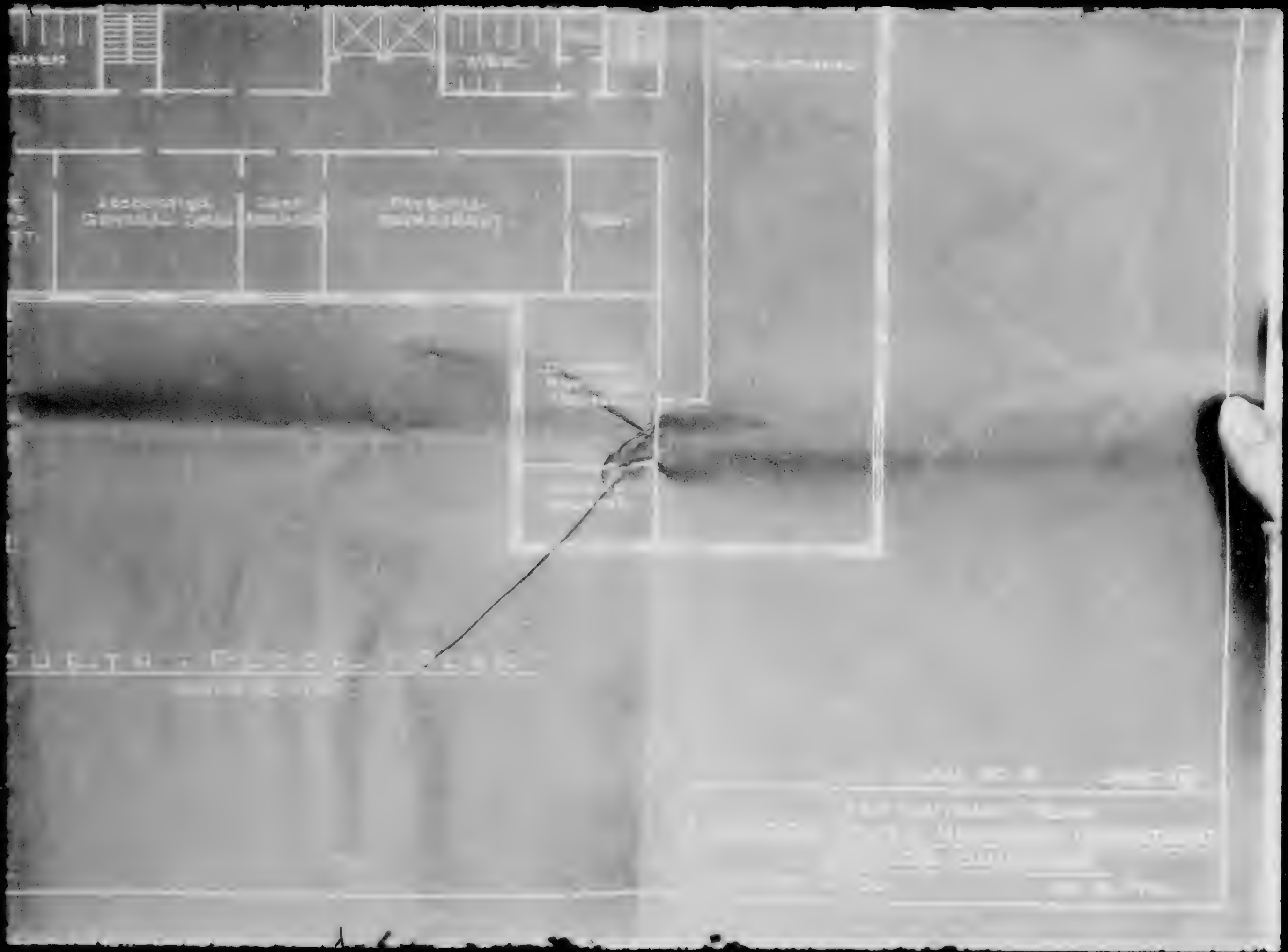












24-3451 State Highway Office Building 194?

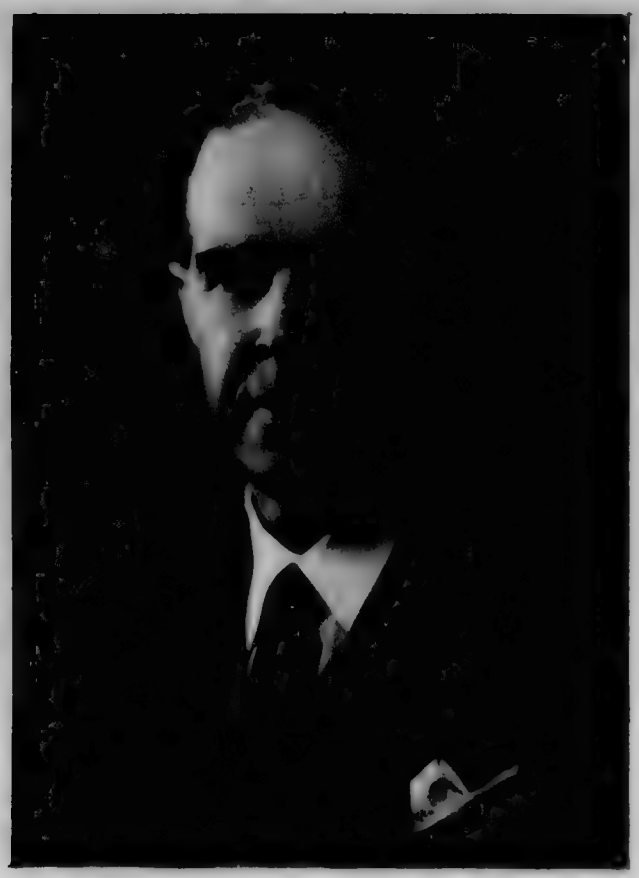
#3250 Folder #2

ECEIVED
OCT 6 1948
OR FILING

HOLLIS JOHNSTON
AIA
ARCHITECT

HOLLIS JOHNSTON
AIA
ARCHITECT
208 SOUTHWEST STARK STREET PORTLAND 4 OREGON

HOLLIS JOHNSTON, Architect



Born:
Wallace, Idaho; January 23, 1894

Education:
Public Schools, Portland, Oregon
University of Oregon, Architectural Design, 1917-1920

Member:
American Institute of Architects

Licensed:
State of Oregon
State of Washington

Experience:

1917 - 1924	Student, architectural draftsman and designer, Lawrence and Holford, architects, Portland, Oregon; college buildings, hospitals, dwellings, schools, etc.
1924 - 1929	Architectural draftsman and designer, Sutton and Whitney, architects, Portland, Oregon; warehouses, hospitals, colleges, lodge buildings, dwellings, etc.
1929 - 1934	In practice: dwellings, hospitals.
1934 - 1935	Head of Architectural section U. S. Army Engineers, Bonneville Dam Project; site planning, streets, sewers, water system, street lighting and underground electric service system, landscaping, schools, permanent quarters; railroad, camp, administration and community buildings; consultant on Power House, dam locks, and fishways.
1935 - 1941	In practice: warehouses, dwellings, town planning, schools, churches.
1942 - date	Housing projects, army camps, college buildings, hospitals, Navy air bases, warehouses, office buildings, stadia.

K E Y P E R S O N N E L

CHARLES R. KAUFMAN, Architect

Born: Henry County, Indiana, Oct. 21, 1882

Education: Grade and High Schools
University of Illinois, 1903

Experience:

1907 - 1916 General draftsman, millwork detailer, supervisor, Chicago, Illinois and Boise, Idaho, specializing in school buildings, theaters, hotels, libraries.

1917 - 1921 In practice, Twin Falls, Idaho. Schools, apartments, commercial buildings. General practice.

1922 - 1934 In practice, Portland, Oregon. Also associated with Chas. Ertze, architect, as chief draftsman, detailer, superintendent and estimator, specializing in commercial and apartment buildings., residences and churches.

1934 - 1941 With Hollis Johnston, architect, Portland, Oregon, as detailer, draftsman, superintendent of construction, etc.

1942 - date Associate, job captain, coordinator, etc., our office staff.

K E Y P E R S O N N E L

ROBERT W.TURNER, Architect

Born: MacKenzie, Tenn.; Nov. 19, 1891

Education: Public Schools, Spokane, Washington

Member: American Institute of Architects (Associate, Oregon Chapter)

Licensed: State of Oregon

Experience:

1911 - 1917 Apprentice and general draftsman and chief draftsman in various Spokane, Washington, offices.

1917 - 1919 316th Field Signal Battalion, 91st Division, World War I.

1919 - 1928 General drafting, designing, supervising, specification writing and superintendent in offices of K. K. Cutter and Whitehouse and Price, Spokane, Washington, and offices of Lawrence and Holford, Lee Thomas, Herman Brookman, and The Austin Company, Portland, Oregon.

1928 - 1932 Senior draftsman, A. E. Doyle & Associates; laying out large buildings and specification writing.

1932 - 1937 U. S. Army Engineers; work on Bonneville Dam project.

1937 - 1939 Chief draftsman, Whitehouse and Church, Portland, Oregon.

1939 - 1945 U. S. Army Engineers; supervisor of architectural section; flood control projects and wartime military work. Loaned to Manhattan District at Richland, Washington, for special work.

1945 - date Associate architect, our office staff.

K E Y P E R S O N N E L

C. RAYMOND PUTCHER, Architect

Born: Solomon, Kansas, May 22, 1900

Education: Public Schools, Solomon, Kansas
Kansas State College, Manhattan, Kansas, 1924, B.S.
Awarded Medal of Honor for Scholarship by A.I.A.

Member: American Institute of Architects (Associate, Oregon Chapter)

Licensed: State of Washington

Experience:

1924 - 1928 Draftsman and designer for Chas. W. Shaver, architect, Selina, Kansas, and designer for college architect and instructor of design, Washington State College, Pullman, Washington.

1929 - 1930 Designer for Whitehouse & Price, architects, Spokane, Washington. Also assisted as construction superintendent and site planner.

1930 - 1933 Private practice; residential work and consulting architect for City Bridge Engineer, Spokane, Washington, and Spokane City Planning Commission.

1933 - 1939 Engineer inspector and office engineer, Public Works Administration, Seattle, Washington, and Portland, Oregon.

1939 - 1941 In practice, specializing in design and site planning.

1941 - date Associate and designer, our office staff

K E Y P E R S O N N E L

ARTHUR W. ERFELDT, Landscape Architect

Born: Brockton, Mass.; August 13, 1909

Education: Public Schools, Boston, Mass. and Portland, Oregon
Oregon State College
University of Oregon, B.A., 1939.
Technical University, Stockholm, Sweden, Summer Session in City Planning, 1938.

Member: Oregon Society of Landscape Architects

Experience:

1939 - 1941 Private practice: including land planning and development.

1941 - 1942 Glenn Stanton and Hollis Johnston, architects; public housing projects; Heilman, landscape architect, Seattle, Washington; public housing projects.

1942 - 1944 U. S. Army Engineers as camoufluer.

1944 - 1946 Buckler Company, shipjoiners; engineering work.

1946 - date Private practice and consultant in landscape architecture and land planning.

K E Y P E R S O N N E L

EARL A. MARSHALL, Civil Engineer

Born: Portland, Oregon; April 21, 1889

Education: Public Schools, Portland, Oregon
University of Oregon, graduated, 1910

Licensed: State of Oregon

Experience:

1910 - 1919 Draftsman and engineer for Commonwealth Engineering Company, Oakland, California, and Lumberman's Engineering Company, Portland, Oregon, concrete bridge designer, railroad location and construction, topographic surveying for logging purposes, also designing frame railroad bridges and logging dump.

1920 - 1932 In private practice with brother, general engineering work including industrial developments, street and road work, sewer systems, railroad spurs, etc.

1933 - 1936 County Surveyor of Multnomah County, Oregon.

1937 - date Private practice - all types general engineering, including naval docks, streets and sewer designs for housing projects and army camps.

VOLUME OF WORK BY YEARS

1932 to 1941 inclusive

Work done by Principal and Associates	TOTAL	$ 5,040,000.00

1942 (In association with Glenn Stanton, Architect)

Housing Authority of Portland:	
Columbia Villa Housing Project - 400 Permanent Units	1,300,000.00
Gartrell Unit Plans for Defense Housing	1,750,000.00
Housing Authority of the City of Vancouver:	
McLoughlin Heights - 521 Units	1,600,000.00
McLoughlin Heights - 586 Units	1,635,000.00
McLoughlin Heights - 700 Units	2,225,000.00
McLoughlin Heights - 300 Units	1,450,000.00
U. S. Army Engineers:	
Minidoka Japanese Relocation Camp, Population 10,000	3,700,000.00
TOTAL	$13,660,000.00

1943 (In association with Glenn Stanton, Architect)

Housing Authority of Portland:	
Conversion of Powers Warehouse for Dormitory Use	60,000.00
East Vanport - 848 Units	2,500,000.00
Federal Public Housing Authority	
Astoria, Oregon - 240 Units	461,000.00
Grand Ronde, Oregon - 100 Dwelling Units and Dormitory	242,000.00
James Jansen:	
Bend, Oregon - 40 Apartment Units	195,000.00
Redmond, Oregon - 24 Apartment Units	110,000.00
Albany, Oregon - 32 Apartment Units	169,000.00
Home Crest Corporation:	
Portland, Oregon - 40 Apartment Units	200,000.00
Portland Investment Company:	
Portland, Oregon - 240 Apartment Units	1,309,000.00
Forest Grove Housing Corporation:	
Forest Grove, Oregon - 24 Apartment Units	125,000.00
TOTAL	$ 5,362,000.00

Volume of Work by Years (cont'd)

1944 (In association with Glenn Stanton, Architect)

U. S. Navy		$ 1,300,000.00
Tillamook		
North Bend		
Moon Island		
Lewis & Clark College - Library		20,000.00
Public and Commercial Buildings		100,000.00
Hospitals		100,000.00
Housing		100,000.00
	TOTAL	$ 1,620,000.00

1945 (In association with Glenn Stanton, Architect)

Oregon State College - Women's Dormitory		1,300,000.00
Lewis & Clark College - Temporary Dormitory		20,000.00
Public and Commercial Buildings		436,500.00
Hospitals		50,000.00
Banks		800,000.00
Housing and Miscellaneous		204,500.00
	TOTAL	$ 2,811,000.00

1946 (In association with Glenn Stanton, Architect)

Lewis & Clark College		500,000.00
Science Building		
Girls' Dormitory		
Gymnasium		
Athletic Field		
Utilities		
Public and Commercial Buildings		215,000.00
Banks		285,000.00
U. S. Army Engineers		1,730,000.00
Detroit Dam Housing		
Housing and Miscellaneous		165,000.00
	TOTAL	$ 2,895,000.00

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
828 Pittock Block
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE _____

August 20, 1942.

Mr. Hollis Johnston,
Stanton and Johnston, Architects,
Pittock Block,
Portland, Oregon.

My dear Mr. Johnston:

Understanding that you and the architectural organization you head are desirous of filing application with various defense agencies for consideration in connection with the assignment of contracts for architectural and engineering services, I am pleased to give you this letter of indorsement. I assume and suppose that copies of this letter, if filed with your prospectus may be of some assistance to you in receiving work which will keep your organization occupied at the present time.

The Portland District is fully advised as to the capabilities of your organization, as evidenced on the numerous assignments you have so successfully accomplished for us in connection with the military construction program of the past year. We know and recognize the fact that you have available a well rounded architectural-engineering organization with architects, engineers, draftsmen, layout men, and others fully capable and qualified to handle a rounded assignment for the design, preparation of specifications, and engineering supervision of defense construction projects of major scope. The work you have done for us has been eminently satisfactory. It is my feeling that the experience gained by your organization during the past year, your current familiarity with the materials available in the war market, your understanding and appreciation of the necessity of improvising and adapting normally desirable designs to meet the materials and type of labor available in a war market, all should serve to make your organization of greater value on future assignments.

It will be the intention of the undersigned to call on your organization for further engineering studies and designs as additional projects may develop. However, at the present time, I do not have assurance of enough volume of work to hold your organization together, and therefore encourage you in finding other assignments. We would regret to see you working elsewhere in the event we should receive

additional work that would necessitate using your organization. I am sure you will respond to our call if you have not fully committed your organization to other projects by that time.

Anyone to whom you may refer this letter should consider it as a strong indorsement of your organization for projects within its capacity and scope.

Very truly yours,

Donald J. Leehey,
Colonel, Corps of Engineers,
District Engineer.

HOUSING AUTHORITY OF PORTLAND, OREGON

1008 SOUTHWEST SIXTH AVENUE
ROOM 213
BROADWAY 2157

COMMISSIONERS
C. M. GARTRELL
D. E. NICKERSON
CHESTER A. MOORES
HERBERT J. DAHLKE
MRS. C. B. JACKSON

August 4, 1942

C. M. GARTRELL
CHAIRMAN
LESTER W. HUMPHREYS
LEGAL COUNSEL
HARRY D. FREEMAN
EXECUTIVE DIRECTOR

To Whom It May Concern:

Out of a complete and experienced roster of architects, the Housing Authority of Portland choose the firm of Glenn Stanton and Hollis Johnston Associated Architects to design and plan Portland's first housing project consisting of 400 dwelling units. This project is now known as Columbia Villa. Since that time we have had the pleasure of using this firm of architects on additional projects.

During the past eight months I have been very closely associated with their work and it is a pleasure to give this firm the highest recommendation. The Columbia Villa property is, in my opinion, an outstanding job and their work in its entirety has been completely satisfactory. I can recommend them very highly for any work for which they may apply.

Yours very truly,

C. M. Gartrell
Chairman

CMG mw

NO.1533

THE FIRST NATIONAL BANK

OF PORTLAND

PORTLAND, OREGON

July 31, 1942

TO WHOM IT MAY CONCERN:

Gentlemen:

It is my understanding that Mr. Hollis Johnston is applying to the Government for a commission in his field of architecture.

Mr. Johnston's abilities and reputation are well known to me. The bank employs him from time to time to do work for us. In view of the high standing he holds in his profession and the satisfactory work which he has done for us, I am happy to recommend his services to you.

Yours very truly,

E. B. MacNaughton
President

EBM Re

GILCHRIST TIMBER COMPANY

GILCHRIST, OREGON

August 1, 1942.

TO WHOM IT MAY CONCERN:

This is to advise that in the construction of the residences and business houses for the Village of Gilchrist, we employed Mr. Hollis Johnston, Architect, Pittock Block, Portland, Oregon, and placed him in complete charge of the design of all our buildings, as well as the supervision of their construction.

We are pleased to state that the services which Mr. Johnston rendered us in connection with our project were excellent. The designs covering the residences as well as the business houses with which he furnished us were exceedingly good. The specifications and details were complete in every particular and the construction of all buildings, under Mr. Johnston's supervision, was carried out in an efficient and workmanlike manner.

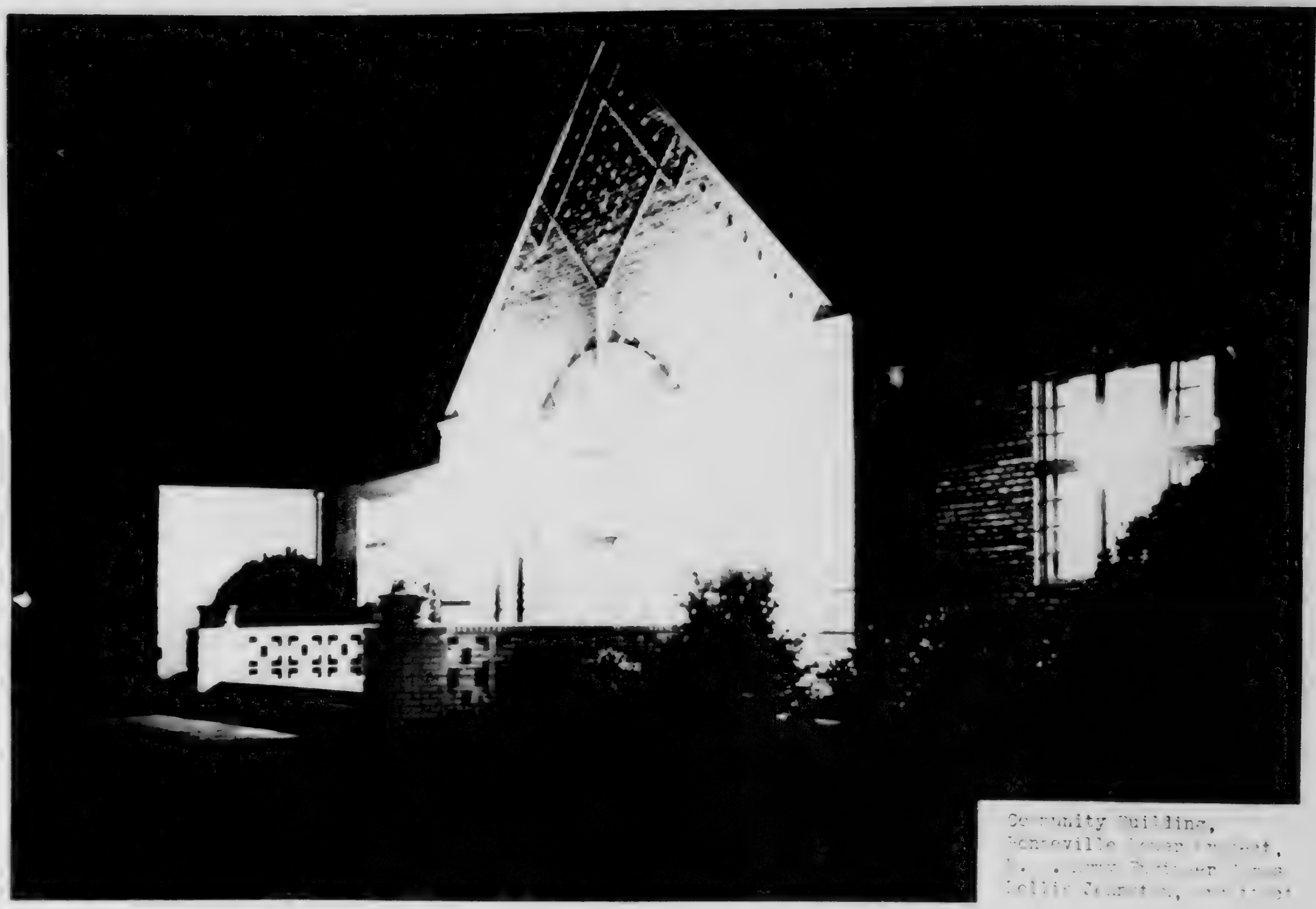
We can unhesitatingly recommend the services of Mr. Johnston to anyone who is in need of a man of his qualifications and any consideration which might be shown him will be appreciated.

Yours very truly,

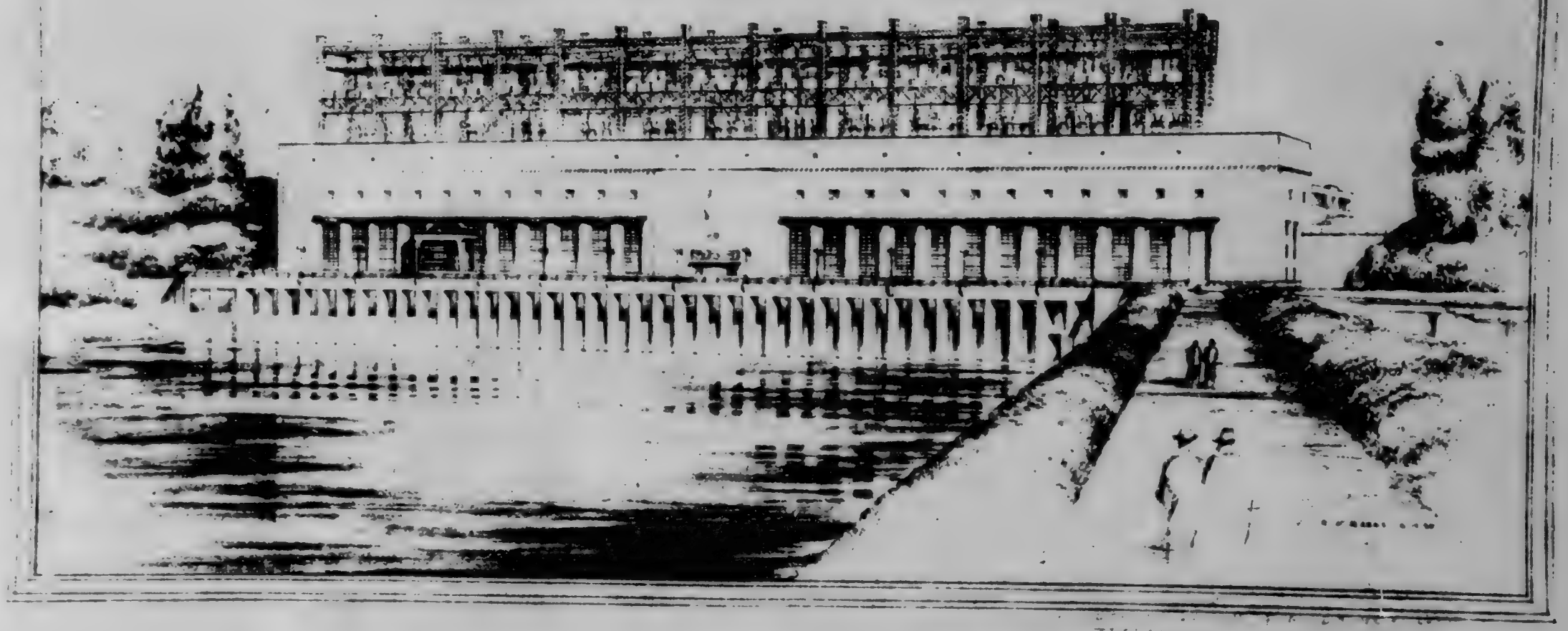
F. W. Gilchrist

Vice-Pres. & Gen. Mgr.

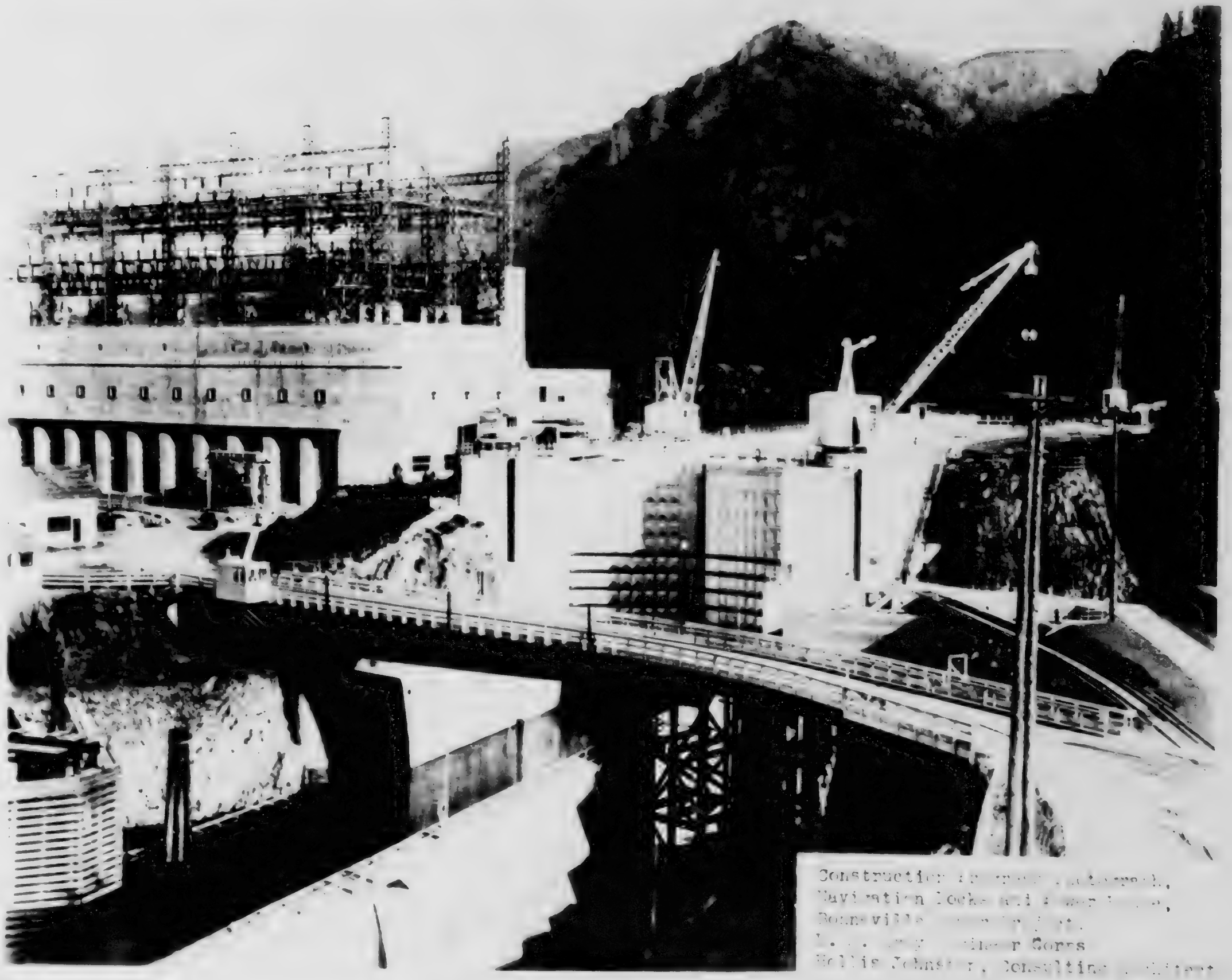
F.W.G:C



Community Building,
Kenroville [illegible],
[illegible]
Collis Jones, [illegible]



Design for 6-unit Bonneville Power House
Bonneville Power Project,
U. S. Army Engineer Corps
Hollis Johnston, Architect

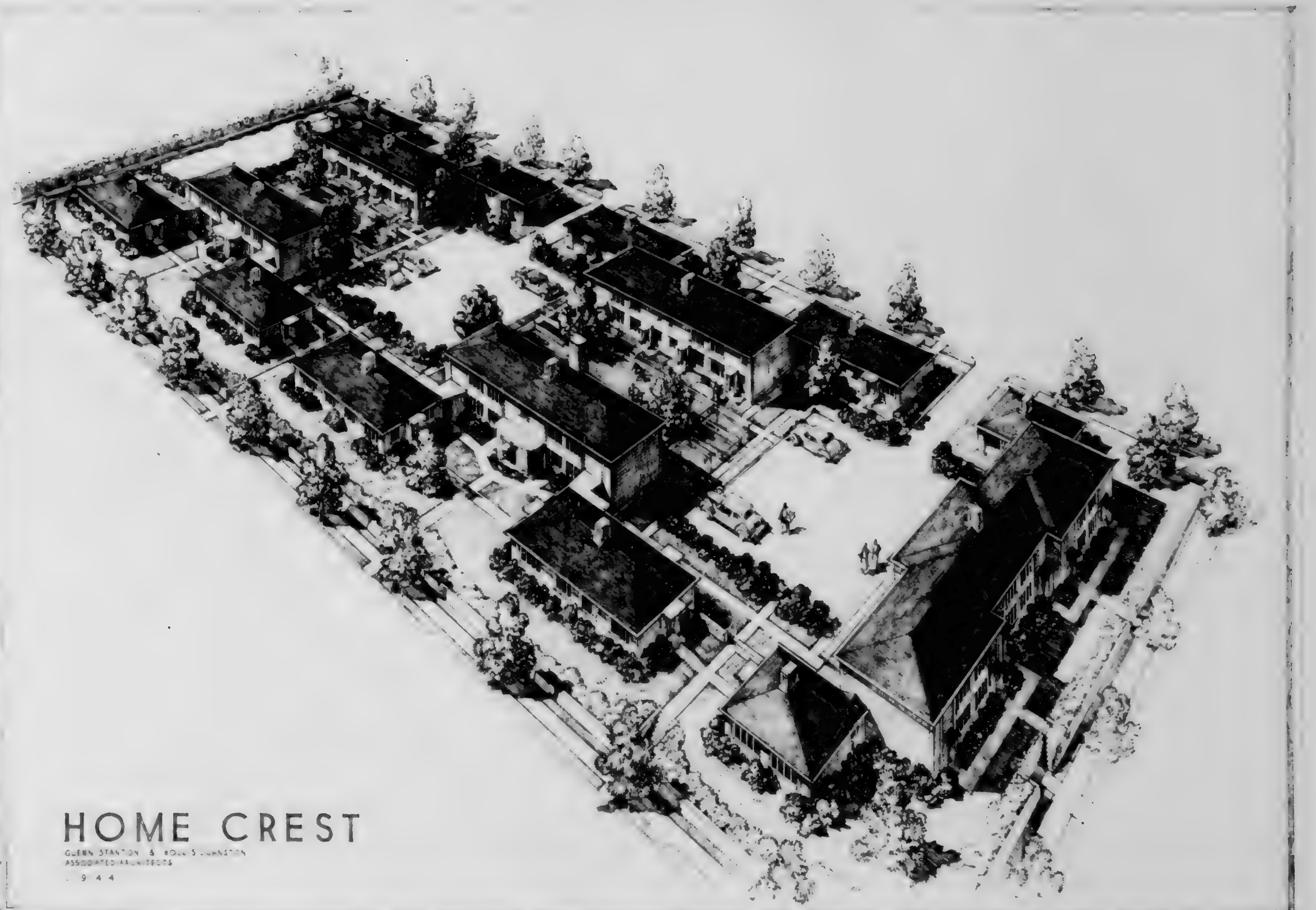


Construction [illegible]
Navigation Locks and [illegible]
Bonneville [illegible]
[illegible] Corps
Hollis Johnston, Consulting [illegible]

Construction Progress Photograph,
Permanent Quarters, Bonneville Lower Project
U. S. Army Engineer Corps
Hollis Johnston, Architect

Forest Grove Apartments
Forest Grove, Ore.
Glenn Stanton & Hollis Johnston
Associated Architects

GREEN ACRES

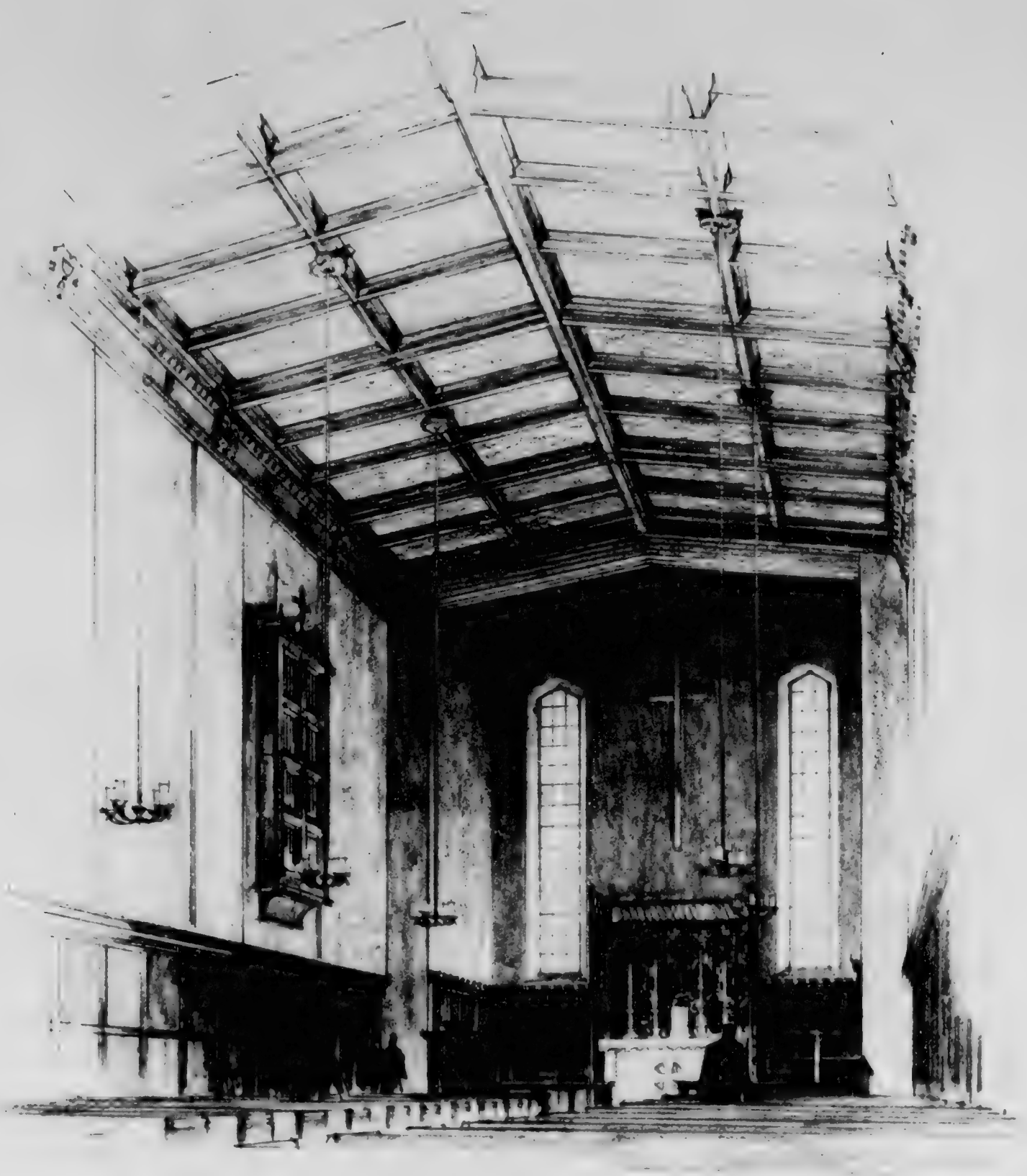


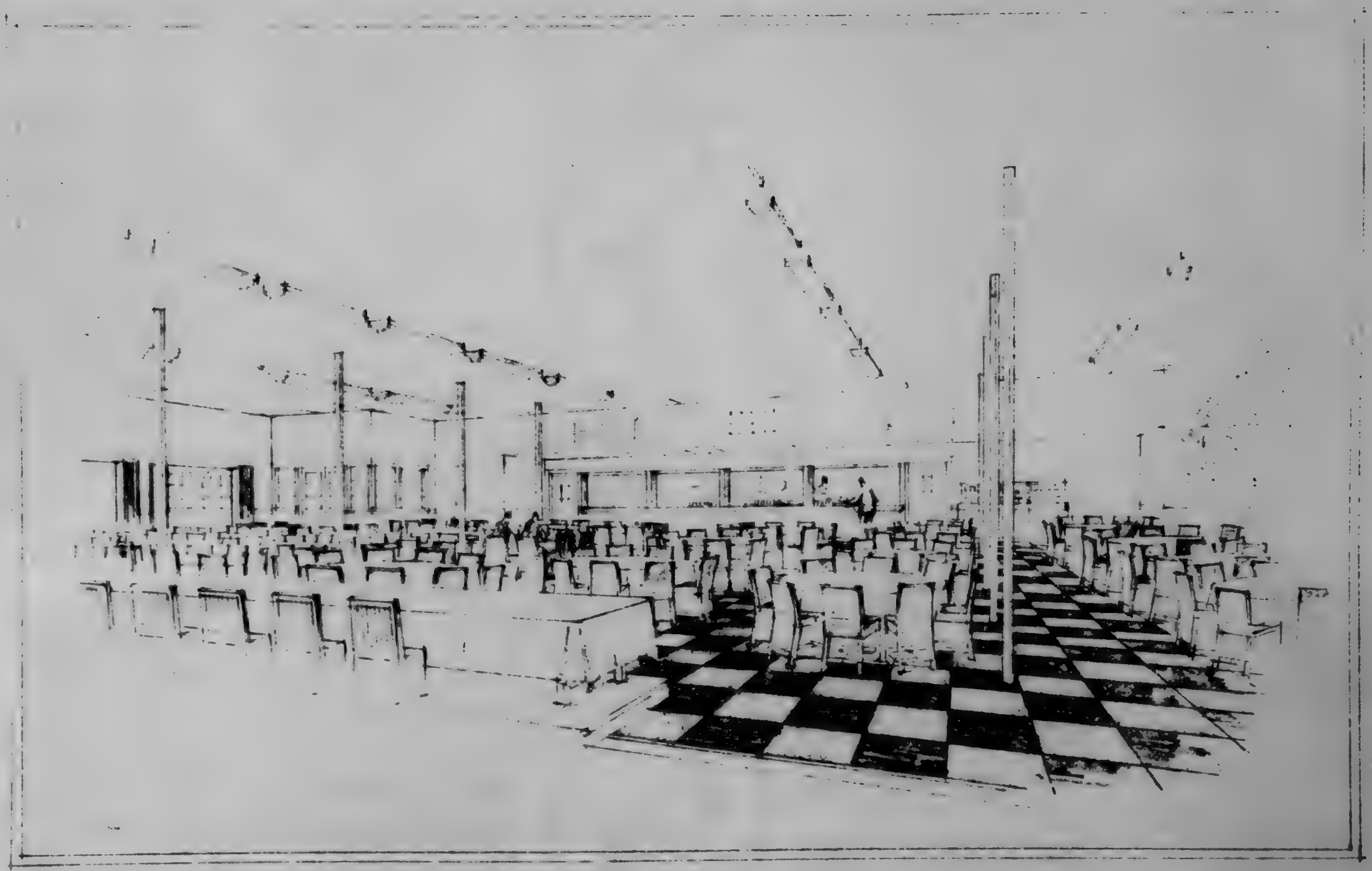
HOME CREST

GLENN STANTON & ROLF S. JOHNSTON
ASSOCIATED ARCHITECTS
1944

Methodist Publishing House
Portland, Oregon
Hollis Johnston, Architect

MEN'S DORMITORY
OREGON STATE COLLEGE
STANTON & JOHNSTON — ARCHITECTS
MARCH 2 - 1944



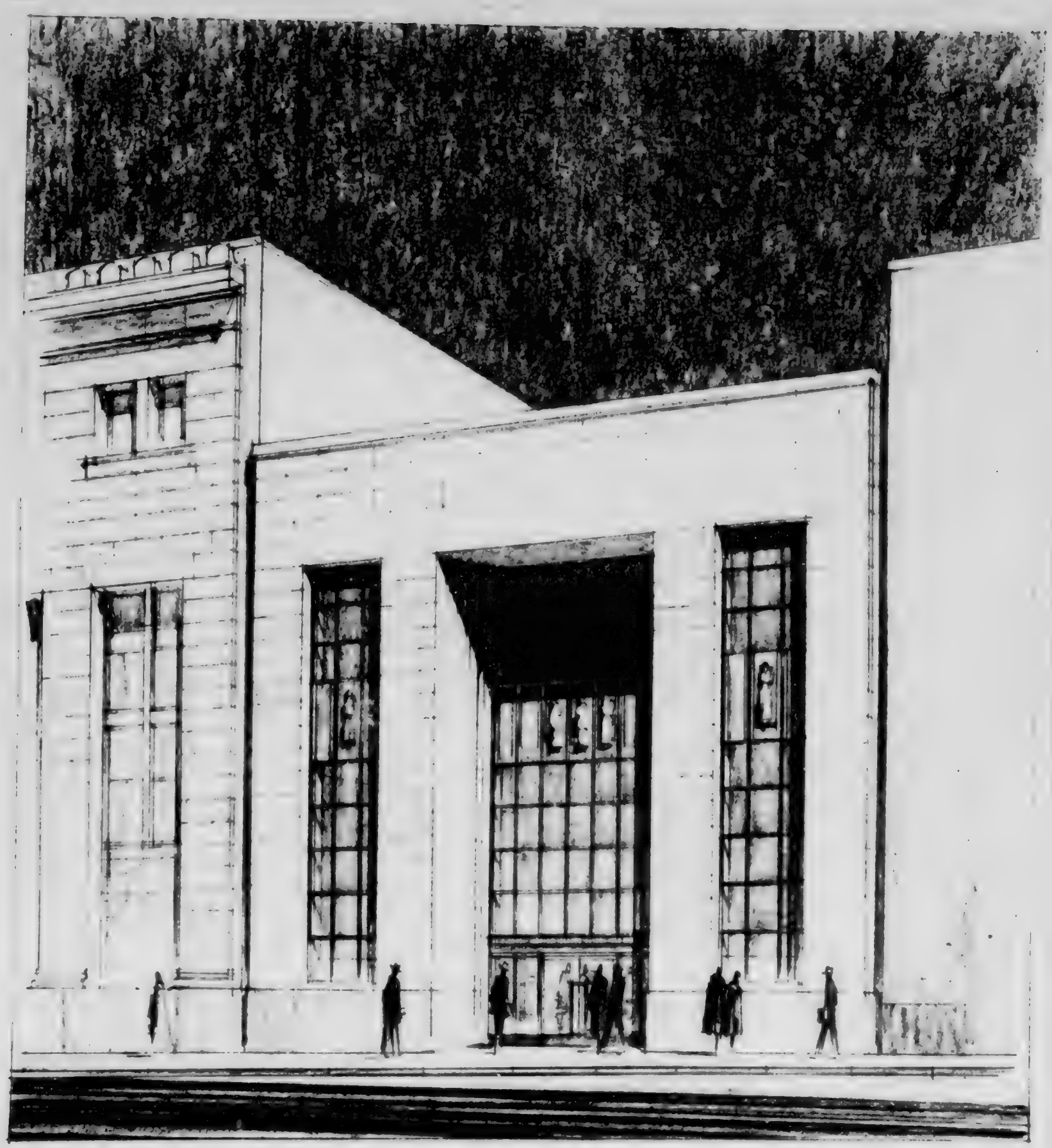


Dining Hall
First Presbyterian Church
Portland, Oregon
Hollis Johnston, Architect

GLENN STANTON & HOLLIS JOHNSTON - ARCHITECTS

Stadium Branch
United States National Bank
Portland, Oregon
Glenn Stanton & Hollis Johnston
Associated Architects

Interior
Stadium Branch
The United States National Bank
Portland, Oregon
Glenn Stanton and Hollis Johnston
Associated Architects



Industrial Town, Gilchrist T.. er C..
Gilchrist, Oregon
Holl is J.hnston and Herman Brockman, Architects

Gertrell Plan Victory Houses,
Portland, Oregon.
Glenn Stanton & Hollis Johnston,
Architects, Unit Plans.

BISCHOF - Photo.

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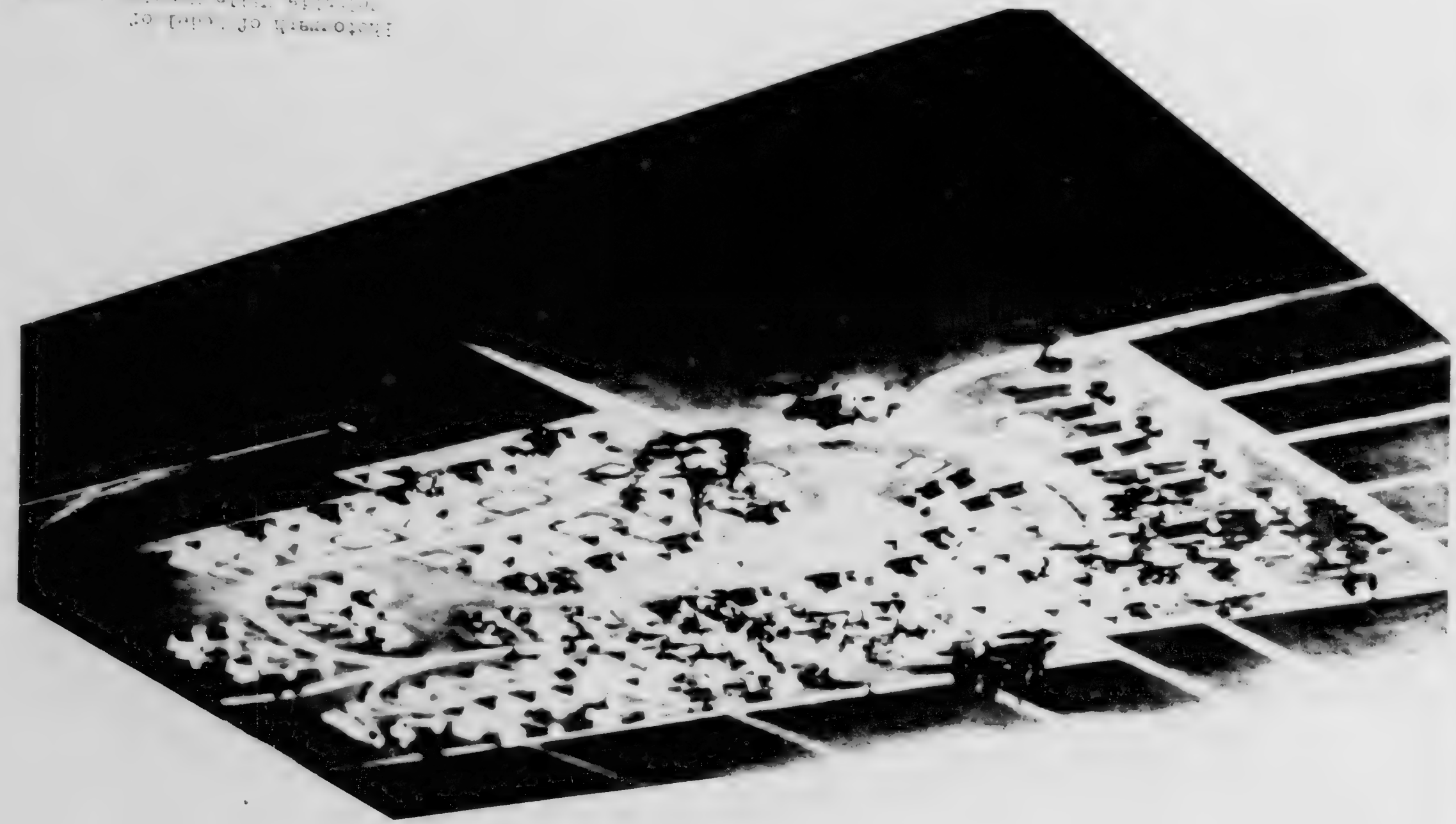
Negatives.



East Side Grade School,
Bend, Oregon
Johnson, Wallwork and Johnston, Architects

PORTLAND MEDICAL HOSPITAL
HOLLIS JOHNSTON
ARCHITECT

Portland Medical Hospital,
Portland, Oregon
Hollis Johnston, Architect

PROPOSED SHOPPING CENTER

WORLD JOHNSTON
PORTLAND
ARCHITECT
OREGON

Red Cross Canteen Building
Union Station Plaza
Portland, Oregon

LEGEND

BUILDINGS ON PROPERTY 1942

1 ADMIN. & WOMEN'S BLDG.
2 PRESIDENT'S HOME
3 COPELAND CHAPEL
4 ALBANY HALL
5 LEE LIBRARY
6 HORTICULTURE
7 FINE ARTS
8 PEEBLES BIOLOGY LAB & LOWER DORMITORY
9 BATH HOUSE

NEW BUILDINGS 1945-46

10 THAXTER DORMITORY
11 VETERANS' DORMITORY
12 CENTRAL HEATING PLANT
13 BO DINE PHYSICAL SCIENCE LABORATORIES
14 GYMNASIUM

PROPOSED BLDGS.

15 MUSIC & ART
16 LIFE SCIENCES
17 HUMANITIES
18 SOCIAL SCIENCES
19 STUDENT UNION & DINING ROOM
20 LIBRARY
21 WOMEN'S DORMITORIES
22 MEN'S DORMITORIES
23 AUDITORIUM
24 ADMINISTRATION
25 INFIRMARY
26 FACULTY HOMES
27 PRESIDENT'S HOME
28 COMMUNITY CHURCH

LEWIS & CLARK COLLEGE

PORTLAND OREGON

GLENN STANTON ASSOC. A'TS

HOLLIS JOHNSTON ASSOC. A'TS

14-245-1
325-0

TELEPHONE SERVICE SURVEY

ORE. STATE HIGHWAY DEPT. -
SALEM

Mr. Woodcock
418

Division: Administrative Sheet No. 6 of 19

Location: State Office Building - Room 323

Users: Mr. H. B. Glaisyer, Secretary to the Commission-Local 366
F. A. Query, Assistant to the Secretary - Local 460
Elizabeth Odle, Secretary to Mr. Glaisyer-Locals 263 & 366
Stenographer - Locals 263 & 366

Present Service: 2 Main Line Handsets to pick up Locals 263 & 366
1 Main Line Handset - Local 460
1 Extension Handset - Local 366

Problem:

(1) The secretary and stenographer cannot now hold calls on either Local 263 or 366 when simultaneous calls come in for their screening.

(2) When Mr. Query is away from his desk, it is necessary for either these secretaries or someone from within his room to leave their work to answer Local 460.

(3) Mr. Glaisyer has no means of requesting information from within the office while he is talking on the telephone.

Recommendations:

(1) Provide two key in base telephone instruments, one each for Miss Odle and the stenographer, arranged to pick up and hold locals 263, 366 and 460 and to pick up on an inter-office communicating line between their two stations and Messrs. Glaisyer and Query. This will enable the secretaries to answer all calls with maximum efficiency.

(2) Provide two key in base telephone instruments, one each for Mr. Glaisyer and Mr. Query, arranged to pick up and hold their own respective locals and to pick up the inter-office communicating line. These will allow both Mr. Glaisyer and Mr. Query to call for any necessary additional information without undue delay.

(3) In conjunction with the above telephone instruments provide for an adequate signalling arrangement which will permit each user to be signalled.

Net Monthly Increase: $5.80

WORK SHEET FOR KEY TELEPHONE SYSTEMS AND WIRING PLANS

K-[illegible] (4-45)

EXCH. [illegible]EM. TEL. NO. 4171. ORDER NO.

SUBSCRIBER STATE OF OREGON - HIGHWAY DEPT

ADDRESS STATE OFC. BLDG - ROOM 323 - ADMINISTRATIVE

SEE M. GUERY

DUE DATE PREP'D 11/14/47 BY T.E.W.

DO NOT ALTER SYSTEM OR PLAN WITHOUT CONSULTING COM'L DEPT.

M.

TEL. EXT.

DATE COMPL. INSTALLER

-- CODES --

L — LINE STATION OR CONTROLLED LINE STA.	L L — LINE LAMP
B — BELL	B L — BUSY LAMP
C — CUT-OFF	L B L — COMB. LINE AND BUSY LAMP
P — PICK-UP	S — PUSH BUTTON
P B — PICK-UP AND HOLD	Z — BUZZER
E — EXCLUSION	

LINE	LOCATION →	[illegible] CITY	TYPIST.	GUERY	[illegible]
	STA & ROOM →	A	B	C	D.
	Loc 366	PH B	PH		PH
	" 263	PH	PH B		
	" 460	PH	PH	PH B	
	COM'L	P	P	P	P

REC'D 6.

COM. EQ. THIS COL. FOR PLANT

SIGNALING ARRANGEMENT

1	5x	5x	2x	5x
2	5x	5x	5x	2
3	2x		5x	5x
4				
5				
6				
7				
8				
9				

TYPE SET	446BC	460BC	440EC	440EC
OTHER EQUIP.				

Proposed

10¢ under

A · 1MNHCK-D-4PH2Sx2x(6K) - 3.25
1 LH .30

B - 1MNHCK-D-4PH2Sx(6K) - 3.10
1 LH .30

C - 1-MNHCK-D-2PH2Sx2x(4K) - 2.85
1 LH .30

D - 1-AXHCK-X-D-2PH2Sx2(4K) - 2.85
1 CONN L .75

13.70
7.80
5.90

Present.

Loc 366 · 1-MNHCK-D-2PBx) 2.15
" 263 · 1MNH-X-D-2Px — 2.15
1 EKH-X-D 1.75
" 460 1MNH-D 1.75

7.90

December 2, 1947

Mr. T. F. Williams
The Pacific Telephone and Telegraph Company
Salem, Oregon

Dear Mr. Williams:

Careful analysis has been made of your recommendations as to telephone service as it affects the State Highway Department.

It is our belief that your recommendation are well founded and in general should be effective but, owing to the change in location of several of our offices which change is expected to take place within the next three months, we are not requesting that your recommendations be placed in effect immediately.

At such time as the Pacific Telephone Company is in a position to effect the improved service we will advise you as to which of the corrections should be made immediately and which should be deferred until rearrangement of our offices has been perfected.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW/ds

cc - R. H. Baldock

STATE HIGHWAY DEPARTMENTS

Index of Recommendations

Sheet		Local
1	R. H. Baldock	412
2	R. V. Hollenberg	203
3	G. M. Yeager	369
4	Carl F. Smith	445
5	W. C. Williams, W. W. Stiffler, L. H. Warfield	214, 314
6	H. B. Glaisyer	411
7	C. W. Head	366
8	G. S. Paxson	261
9	Ralph Sipprell	472
10	H. G. Smith	365
11	Oscar Cutler	264
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13	J. M. Devers	216
14	H. W. Hughlett	465
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Division:	**Administration**	**Sheet No. 1 of 19**
Location:	**State Office Building - Room 323**	
Users:	**R. H. Baldock, State Highway Engineer - Local 412** **Helen Ingrey, Secretary to Mr. Baldock- Local 412**	
Present Service:	**1 Main line handset telephone - Local 412** **1 Extension handset telephone - Local 412**	
Problem:	**No consistently efficient method is now provided for Mr. Baldock to obtain additional information from different sources necessary for the completion of his calls. The present dictograph system doesnot cover all the required divisions and often is inoperative.**	
Recommendation:	**Replace the extension handset in Mr. Baldock's office with akey in base instrument arranged to pick up and hold local 412 and a second main line, and to pick up on the interoffice line to be provided as recommended on Sheet 5. The second line terminating on Mr. Baldock's proposed instrument will provide him with the necessary means of obtaining information from other divisions. Access to the interoffice line between Messrs. Williams and Stiffler and their respective secretaries will provide Mr. Baldock with an efficent means of obtaining information from within the top level.**	

Net monthly increase $1.75

Division: Accounting — Sheet No. 2 of 19

Location: State Office Building - Room 501
Users: R. V. Hollenberg, Requisitions Supervisor - Local 203
L. E. Shinn, Accounting Clerk - Local 203

Present Service: 1 Main Line Handset - Local 203
1 Extension " - " 203

Problem:

(1) Both Mr. Hollenberg and Mr. Shinn are frequently delayed throughout the day because the one line is in use by the other.

(2) Frequently additional information from other sources is necessary for the completion of long distance calls. No provision is now made to secure such information readily without incurring delays costly in toll charges to this division.

Recommendation:

(1) Provide an additional local for this office to alleviate the pressure now prevalent on one line.

(2) Provide Mr. Hollenberg and Mr. Shinn each with a key in base instrument arranged to pick up and hold Local 203 and the new local. This arrangement will allow both men to hold their calls, use the second line for additional information, and prevent unnecessary and costly delays.

Net Monthly Increase: $1.90

Division:	**Accounting**	**Sheet No. 3 of 19**
Location:	**State Office Building - Room 402**	
Users:	**Mr. G. M. Yeager - Payroll Supervisor** **Mr. L. Gregg - Accounting Clerk**	
Present Service:	**Main Line Handset - Local 369** **Extension Handset - Local 369**	
Problem:	**(1) One line not adequate for both Mr. Yeager and Mr. Gregg.**	
	(2) Other station users report consistent busy signals in trying to reach this office.	
Recommendation:	**(1) Provide an additional local number for Mr. Gregg and terminate both lines on two key in base telephones, one each for Mr. Yeager and Mr. Gregg, equipped to pick up and hold Local 369 and new Local number. This will eliminate busy condition now prevalent on the one line.**	

Net Monthly Increase: $1.90

Division:	Accounting	Sheet No. 4 of 19
Location:	State Office Building - Room 516	
Users:	Carl F. Smith, Claims Supervisor - Local 445 Howard Bartlett, Claims Accountant- " 445	
Present Service:	1 Main Line Handset - Local 445	
Problem:	Mr. Bartlett is now receiving the bulk of telephone calls but does not have a telephone. This results in disruption in his work in that he must carry his papers to and from the telephone.	
Recommendation:	Provide a new local for Mr. Bartlett.	
Net Monthly Increase:	$1.75	

Division: Administrative — Sheet No. 5 of 19

Location: State Office Building - Room 326

Users: W. C. Williams, 1st Assistant State Engineer - Local 214
W. W. Steffler, 2nd Assistant State Engineer - Local 314
L. H. Warfield, Personnel Director - Local 411
and respective secretaries.

Present Service: Main Line Handset and Extension Handset - Local 214
Main Line Handset and Extension Handset - Local 314
Main Line Handset and Extension Handset - Local 411

Problem:

(1) Secretaries answer calls on respective locals and do not have satisfactory access to all of the principals' lines.

(2) Secretaries often have to hold a call while answering another call.

(3) Desk space is congested because of two telephones on one desk.

Recommendation:

(1) Provide the three secretaries each with a key in base telephone, permitting them to pick up and hold calls on locals 214, 314, and 411. In addition instruments should be equipped to pick up an inter-office communicating line between respective secretaries and their principals. This will eliminate the necessity to disturb papers and reach for other telephones when lines are busy and also aid in screening calls by permitting the secretaries to announce them over the inter-office line. An adequate signalling arrangement should be provided in conjunction with this telephone system.

Net Monthly Increase: ~~$9.05~~ $11.75

Division:	**Administrative**	**Sheet No. 6 of 19**
Location:	**State Office Building - Room 323**	
Users:	**Mr. H. B. Glaisyer, Secretary to the Commission-Local 366** **F. A. Query, Assistant to the Secretary - Local 460** **Elizabeth Odle, Secretary to Mr. Glaisyer-Locals 263 & 366** **Stenographer - Locals 263 & 366**	
Present Service:	**2 Main Line Handsets to pick up Locals 263 & 366** **1 Main Line Handset - Local 460** **1 Extension Handset - Local 366**	
Problem:	**(1)**	**The secretary and stenographer cannot now hold calls on either Local 263 or 366 when simultaneous calls come in for their screening.**
	(2)	**When Mr. Query is away from his desk, it is necessary for either these secretaries or someone from within his room to leave their work to answer Local 460.**
	(3)	**Mr. Glaisyer has no means of requesting information from within the office while he is talking on the telephone.**
Recommendations:	**(1)**	**Provide two key in base telephone instruments, one each for Miss Odle and the stenographer, arranged to pick up and hold locals 263, 366 and 460 and to pick up on an inter-office communicating line between their two stations and Messrs. Glaisyer and Query. This will enable the secretaries to answer all calls with maximum efficiency.**
	(2)	**Provide two key in base telephone instruments, one each for Mr. Glaisyer and Mr. Query, arranged to pick up and hold their own respective locals and to pick up the inter-office communicating line. These will allow both Mr. Glaisyer and Mr. Query to call for any necessary additional information without undue delay.**
	(3)	**In conjunction with the above telephone instruments provide for an adequate signalling arrangement which will permit each user to be signalled.**
Net Monthly Increase:	**$5.80**	

Division:	**Adminstrative**	**Sheet No. 7 of 19**
Location:	**State Office Building - Rooms 319 and 25.**	
Users:	**C. W. Head, Information Clerk - Local 261** **Mimeograph Clerks, Room 25 - Local 261**	
Present Service:	**1 Main Line Handset - Local 261** **1 Extension Handset (no dial) - Local 261**	
Problem:	**(1)**	**Present practice of using the existing service as a communicating line by talking over the dial tone is detrimental in that it restricts Local 261 from being reached by other locals.**
	(2)	**The Mimeograph Room in Room 25 often has to call the various divisions about wording and completion of copy. The present dialless instrument restricts them from full usage of the telephone when needed.**
Recommendation:	**(1)**	**Replace the present dialless instrument in the Mimeograph Room (25) with a key in base telephone equipped to pick up and hold a new local line for the Mimeograph Room and to pick up an inter-office line between it and Mr. Head's desk. Restrict the new local number from placing any outside calls to prevent any possible placing of unauthorized long distance calls. This will enable the Mimeograph Room to obtain its own information from within the organization and also from Mr. Head's desk without restricting 261 from other calls.**
	(2)	**Provide for Mr. Head a key in base telephone arranged to pick up and hold Local 261 and to pick up on the communicating line to Room 25. This will enable Mr. Head's office to have a clear line for his information desk and to obtain or give mimeograph and mailing information without restricting Local 261 from other usage.**

Net Monthly Increase: $2.35

Division:	**Bridge Engineering** **Sheet No. 8 of 19**
Location:	**State Office Building - Room 421**
Users:	**G. S. Paxson, Bridge Engineer - Local 472** **Gladys Morgali, Secretary to Mr. Paxson - Local 414** **W. A. Reeves, Bridge Office Engineer - Local 265**
Present Service:	**1 Main Line Handset - Locals 414,472,265** **1 Extension Handset - Local 472** **1 Extension Handset - Local 265**
Problem:	**When principals are not in, confusion arises when Miss Morgali is required to answer phone while talking on one of the three lines on her telephone instrument. Because no holding is provided one must leave her desk and run in to the other room to answer the line.**
Recommendation:	**Replace Miss Morgali's instrument with a key in base telephone arranged to pick up and hold locals 265, 414 and 472 now on her desk. This will enable her to answer all these lines at her desk without leaving it when the prevalent simultaneous calls occur.**
Net Monthly Decrease:	**$.75**

Division: Administrative (Permits) Sheet No. 9 of 19

Location: State Office Building - Rooms 319 and 509

Users:
Ralph Sipprell, Director of Permits - Local 365
W. C. Crews, Utilities Permits Supervisor - Local 416
Paul E. Davies, Transportation Permits Sup. - " 242 & 278
C. G. Lammers, Clerk " 242 & 278

Present Service:

1 Main Line Handset	Local 242
1 Main Line Handset	Local 278
1 Main Line Key in Base Handset to pick up & hold Locals 365 and 416	Local 365
1 Main Line Key in Base Handset to pick up & hold Locals 416 and 365	Local 416

Problem:

(1) Two or three long distance calls an hour are held at the switchboard for Mr. Davies office. These calls are from all over the Northwest requesting permits to use the States Highways.

(2) No adequate inter-office communication is provided between Mr. Davies and Mr. Sipprell's offices.

(3) Other station users in other divisions report consistent busy signals on Locals 242 and 278, with the delaying necessity of recalling one or the other of these numbers before reaching the Transportation Permits Office.

(4) Many busy signals on Locals 242 and 278 are the result of disassociated local numbers for the same division. This causes delays in that many calls are attempted before connection is established.

Recommendation:

(1) Provide for more efficient handling of incoming long distance calls and for automatic incoming switching of incoming locals calls by changing the number of Local 278 to 243 and connecting 243 to 242. Hence only 242 will need be listed and the two locals will appear consecutively on the switchboard.

(2) Provide an adequate inter-office communicating line and an adequate signalling arrangement between the telephone instrument in the offices of Mr. Sipprell, Mr. Davies and Mr. Crews.

Recommendation cont'd:

(3) Replace the present handset telephones in Mr. Davies office with two key in base instruments, one each for himself and for Mr. Lammers, arranged to pick up and hold Locals 242 and 243 and to pick up the inter-office communicating line to Mr. Sipprell and to Mr. Crews.

(4) Utilize the unoccupied buttons on the key in base sets in Mr. Sipprell's office by terminating thereon the inter-office line from Local 242.

Net Monthly Increase: $4.05

Division: Construction Engineering

Location: State Office Building - Room 335 and 307

Users:

H. G. Smith, Construction Engineer - Local 264
Ann Lose, Secretary to Mr. Smith - Local 264
E. A. Pease, Office Engineer - Local 360
Ethel Rupert, Secretary to Mr. Pease - Local 360
H. W. Libby, Chief Locating Engineer - Local 491
E. M. Booth and Ray Webber, Asst. Engrs. - Local 361
J. Bandy, K. Flory, J. Oakes, Draftsmen - Local 413

Present Service:

1 Main Line handset equipped to pick up locals 360, 264, and 491 - Local 360
1 Extension Handset - Local 264
1 Extension Handset - Local 491
1 Main Line Handset - Local 361
1 Main Line Handset - Local 413

Problem:

(1) No Means of holding calls or immediate access to Local 361 are provided for Mr. Pease who answers all calls when the other principals are out. This causes delays and lost calls.

(2) There is now no provision made to supply direct communication from this office to Local 413 in Room 307 where the Construction Designers are located. Inasmuch as this office receives and places an average of eight inter-departmental and two long distance calls an hour, such a lack adds to the delay and confusion.

Recommendation:

(1) Provide a key in base telephone for Mr. Pease equipped to pick up and hold Locals 360, 264, 491 and 361 and to pick up an inter-office communicating line between all these five locals. This will enable Mr. Pease to answer all locals in Room 335 without leaving his desk.

(2) Replace the existing instruments at Locals 264, 491, 361 and 413 with key in base instruments arranged to pick up and hold the respective locals and pick up the inter-office line. This will allow each user to obtain information quickly from within the Construction Engineering Office without leaving his desk.

(3) Provide adequate signalling to augment this service to full usage.

Net Monthly Increase: $6.00

Division: County and City Relations Sheet No. 11 of 19

Location: Sign Building - Room 209

Users: Oscar Cutler, Engineer - Local 494
Magdalene Erpelding, Secretary - Local 494
J. W. Cattrall, Fred Hagerman
and H. B. Ayers, Assistant Engineers - Local 494

Present Service: 1 Main Line Handset - Local 494
1 Extension Handset - Local 494

Problem:

(1) One line to this office is inadequate to handle an approximate average of eight inter-departmental and two long distance calls an hour.

(2) Two telephone instruments are insufficient for the number of personnel in this office.

Recommendation:

(1) Provide additional local number to relieve the call load on Local 494.

(2) Replace the two existing instruments with three key in base instruments equipped to pick up and hold Local 494 and the new local. This will provide this office to have at all locations access to a second line to obtain necessary information from outside sources and thus save time.

Net Monthly Increase: $10.30

Division: Equipment Sheet No. 12 of 19

Location: Highway Shops (State and Montana Streets)

Users:
E. F. Halik, Equipment Superintendent - Locals 216-217
J. K. Campbell, Assistant Equipt. Supt. " " "
Wm. S. Jayes, Supt. of Salem Shops " " "
E. A. Hinz, Chief Clerk " " "
E. R. Owens, Storekeeper " " "

Present Service:
2 Main line key in base instruments equipped to pick up and hold locals 216 and 217 and pick up and inter-office communicating line. Locals 216 - 217
4 Extension key in base instruments equipped to pick up only Locals 216 and 217 and the inter-office communicating line. Locals 216-217
Code signalling between all locations.

Problem:
(1) The existing system of code signalling causes interruptions at all locations because all users are required to listen for their signals.

(2) No indicators are provided in the scattered office locations to show which lines are busy, hence causing cut ins by users to whom certain calls are not intended.

(3) Lack of holding at four locations hampers full usage of both lines.

Recommendation:
(1) Provide adequate selective direct signalling between all users which will eliminate interruptions in work at locations not intended to receive main line or inter-office calls.

(2) Supply busy lights at four locations to indicate which main line is in use, thereby preventing users from cutting in onlines not intended for them.

(3) Provide holding at four locations allowing a main line to be held while the same user can utilize the other line or the inter-office line to obtain additional information relative to his call.

Net Monthly Increase: $5.05

Division: Legal and Right of Way Sheet No. 13 of 19

Location: State Office Building - Room 330 & 331

Users:
J. M. Devers, Chief Counsel - Local 465
Pauline G. Welch, Secty to Mr. Devers - Local 465
J. W. DeSouza, Assistant Counsel - Local 291
Anona E. Welch, Secty to Mr. De Souza - Local 291
G. W. Neuner, Assistant Counsel - Local 292

Present service

1 Main Line Handset Telephone equipped to pick up three locals - Locals 291, 292, 465
1 Extension Handset Telephone - Local 291
1 Extension Handset Telephone - Local 292
1 Extension Handset Telephone - Local 465

Problem:

(1) Both secretaries have occasion to place calls of their own and the present use either MR. Devers or Mr. DeSouza's line.

(2) No means of holding calls is provided for the secretaries when simultaneous calls are received.

Recommendations:

(1) Provide an additional line for the secretaries' exclusive use, thus relieving the congestion on the principals' lines.

(2) Provide two key in base instruments equipped to pick up and hold Locals 291, 292, 465 and the new local number, thus allowing the secretaries to answer all incoming calls without leaving their desks.

Net Monthly Increase ~~$2.55~~ $2.55.

amount corrected to $2.55 at phone request of Mr. Harry Collins, Dist. Mngr. P.T+T. Co. On Jan. 23, 1948
H W Heaney

Division: Maintenance Engineering — Sheet No. 14 of 19

Location: Sign Building - Room 203 & 207
Users: H. W. Hughlett, Engineer Specialist - Local 317
8 other Engineer assistants - Local 317

Present service: 1 Main Line Handset Telephone - Local 317

Problem:

(1) Calls on this local intended for persons in Room 207 cannot be answered by them without leaving their desks.

(2) No provision is made to summon the called parties in Room 207 to the telephone

Recommendations:

(1) Provide an extension handset off Local 317 in Room 207. This will eliminate unnecessary trips to get papers and materials required for the conversation.

(2) Install a one way signalling circuit from Room 203 to Room 207 to expedite summoning occupants of Room 207 to their extension.

Net Monthly Increase: $2.00

Division: Office Engineering Sheet No. 15 of 19

Location: State Office Building, Rooms 316 & 318
Users: S. H. Probert, Office Engineer - Local 396
G. C. Hester, V. G. O'Neil, L. E. Parsons and
J. W. Rhoders, Engineering Staff - Local 493
D. B. Parkes, Engineer Assistant - Local 238

Present Service: 1 Main Line Handset equipped to pick up two locals 396 & 493. - Local 493
1 Extension Handset Telephone - Local 396
1 Main Line Handset Telephone - Local 238

Problem:
(1) No provision is made to permit a line to be held in the Staff office.
(2) Mr. Probert lacks ready access to a second line.
(3) Mr. Parkes' telephone is often away from his desk and his Local 238 has to be answered by someone sitting at a desk across the room.

Recommendations:
(1) Replace the existing instruments on Locals 396 and 493 with two key in base instruments arranged to pick up and hold both these lines at both locations. This will also provide ready access for Mr. Probert to an additional line when the occasion requires.

(2) Provide an extension handset at a desk across the room from Mr. Parke's desk. This will eliminate much of the disruption of the other engineers' work when they are required to answer Local 238.

Net Monthly Increase: $2.40

Division: Parks

Location: First National Bank Bldg., Rooms 401 and 416

Users: S. H. Boardman, Parks Superintendent - Locals 474 and 429
Gertrude Chamberlain, Secty to Mr. Boardman, Locals 474 and 429
Mark Astrup, Asst Parks Supt. - Locals 474 and 429 and staff of engineers in Room 416.

Present Service: 2 Mainline key in base telephones equipped to pick up only two lines - Locals 474 and 429

Problem:

(1) No holding is provided at either telephone
(2) The engineers' staff in Room 416 has no immediate access to either Local 474 or 429
(3) Confusion exists because no means are provided to indicate which line is in use
(4) No adequate system of signalling exists to call the proper persons to the telephone or to obtain information relative to telephone conversations

Recommendations:

(1) Replace the existing two instruments with key in base telephones equipped to pick up and hold the two local lines and in inter-office communicating line
(2) Provide a key in base telephone equipped as above in Recommendation (1)
(3) Provide three sets of busy lights to indicate which main line is in use, thereby preventing interference and aiding in answering incoming calls.
(4) Install an appropriate signalling arrangement to be used in conjunction with the telephones recommended above. This will provide selective signalling for main line and inter-office calls

Net Monthly Increase $8.75

Division: Sign and Signal Sheet No. 17 of 19

Location: Highway Shops, Warehouse 2nd floor

Users: David Chilles, Shop Foreman; Secretary and various workmen - Local 230

Present Service: 1 Main Line Handset Telephone - Local 230

Problem:

(1) Mr. Chilles has no immediate access to his local when he is working in the shop.

(2) Various workmen often receive calls which they cannot immediately answer.

Recommendations: Locate an extension hand set off the Local 230 for use by Mr. Chilles or the workmen. This will save many unnecessary steps for the called persons.

Net Monthly Increase: $1.75

Division: Traffic Engineering Sheet No. 18 of 19

Location: Laboratory Building

Users: J. Al Head, Asst. Traffic Engineer; Frank Merritt, Planning Survey Section; and staff. Local 210.

Present Service: 1 Main Line Handset Telephone - Local 210.
1 Extension Handset Telephone - Local 210

Problem: 1 Local number is insufficient for the work of this office which depends on lengthy long distance calls.

Recommendation: Replace the existing extension handset with a new main line local number. This will serve to spread the load on all calls, local and long distance, and give better service to this office.

Net Monthly Increase: $6.00

Division: Travel — Sheet No. 19 of 19

Location: State Office Building - Room 426

Users:
Mr. Manley Robison, Director - Local 384
Mrs. Irene Payne, Secretary - Locals 384, 327
Mr. E. Jordan, Assistant Director - Local 311
Mr. E. A. Rostel, Assistant Director - Local 311
Mr. T. Rosson, Photographer - Local 311
Mr. R. Schultz, Labratory Technician - Local 311
Stenographer - Local 327

Present Service:
1 Main Line Handset - Local 311
1 Main Line Handset - Local 384
1 Extension Hand - Local 311
1 Extension Hand - Local 384
1 Main Line Hand - Local 327

Problem:

(1) Mrs. Payne answers calls on 384 and 327 but does not have satisfactory access to 327.

(2) Local 384 is the busiest of the three lines and is the only one available to Mr. Robison.

(3) Mr. Robison often has need to hold a call on the line while securing further information. This is now accomplished by going to a telephone in the outer office.

(4) Local 311 is now being used as an inter-office line by clearing the dial tone. This practice frequently blocks incoming calls and causes unnecessary delays to those calling the department.

Recommendation:

(1) Provide Mrs. Payne and the stenographer each with a key in base telephone permitting them to pick up and hold calls on locals 384 and 327 without disturbing each others' work.

(2) Change Mr. Robison's present instrument to a key in base telephone equipped to pick up and hold on locals 384 and 327. This will save time and unnecessary call backs.

(3) Provide one key in base telephone for the two assistant directors arranged to pick up and hold local 311 and to pick up an inter-office line to the laboratory in Room 23. Messrs. Schultz and Rosson will have a key in base instrument equipped to pick up local 311 and the inter-office line. This arrangement provides direct communication leaving the local available for incoming calls.

Net Monthly Increase: $4.90

Key 1

HOLD KEY.

Key 2

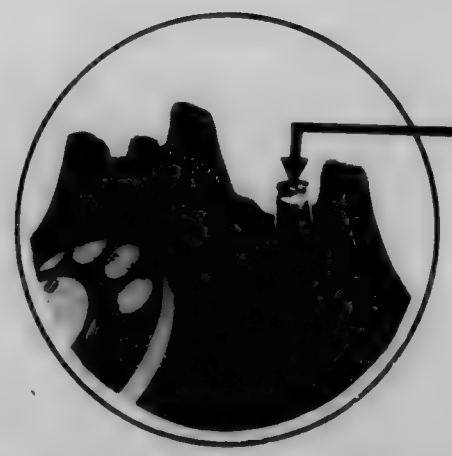
LINE #1.

Key 4

LINE #3
OR
INTER-OFFICE.
COMMUNICATING
LINE.

Key 3

LINE #2



Exclusion Key

Submitted by..... Tel. No..... Extension..... Date.....

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

RECOMMENDATION FOR TELEPHONE SERVICE

LINE #2
OR.
INTER-OFFICE
COMMUNICATING
LINE.

LINE #1.

PUSH BUTTON
ON
SIGNALLING
CIRCUIT

Exclusion
Key

Submitted by..... Tel. No..... Extension..... Date.....

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

RECOMMENDATION FOR TELEPHONE SERVICE

Key 1

HOLD KEY

Key 2

LINE #1.

Key 6

LINE #5
OR
INTER-OFFICE
COMMUNICATING
LINE.

Key 5

LINE #4.

Key 3

LINE #2.

Key 4

LINE #3.

Exclusion Key

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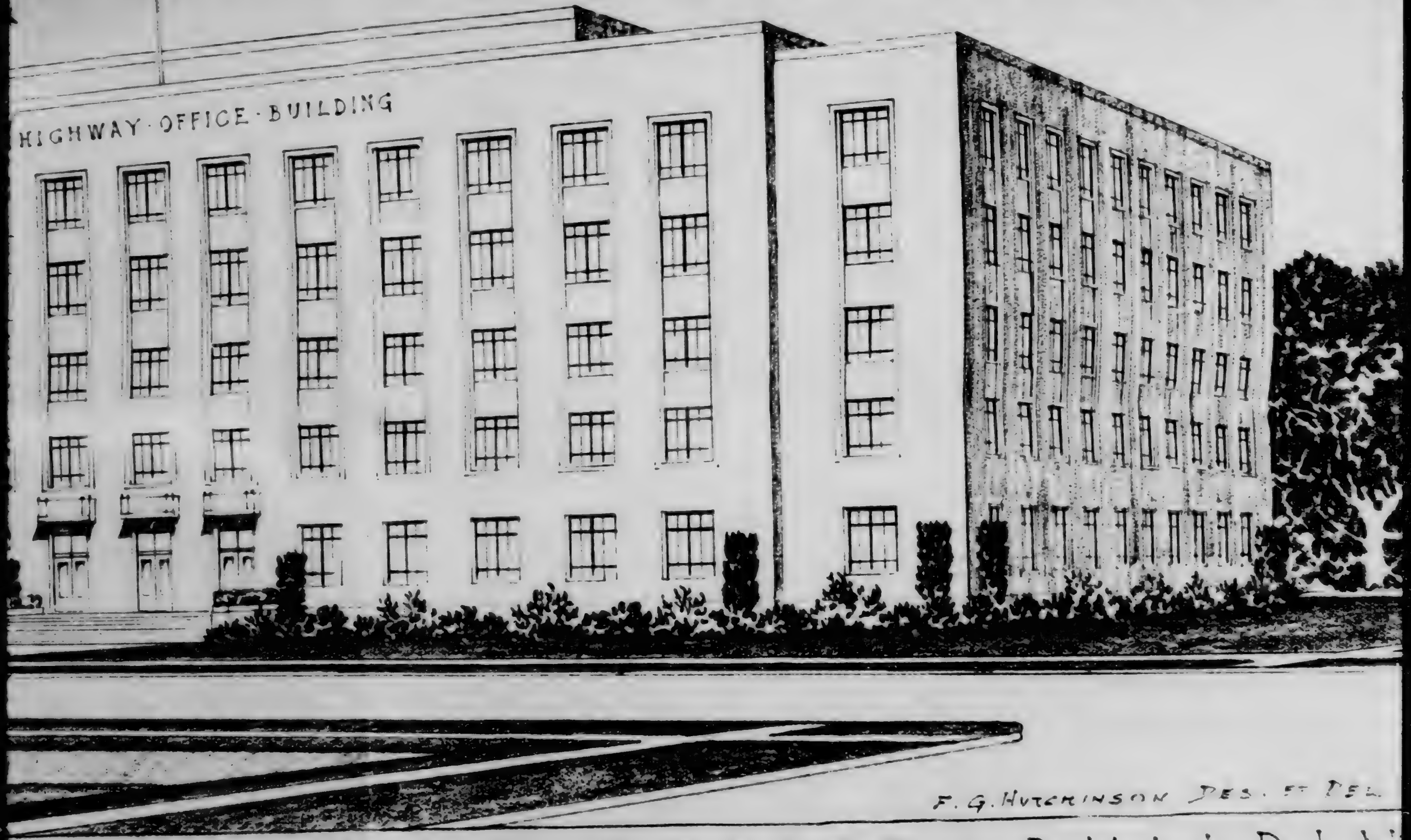
THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

STATE · HIGHWAY · OFFICE · BUILDING

STATE · HIGHWAY · OFFICE · BUILDING

STATE · HIGHWAY · OFFICE · BUILDING
· PROPOSED · STATE · HIGHWAY ·

HIGHWAY · OFFICE · BUILDING



F. G. HUTCHINSON DES. ET DEL.

E · HIGHWAY · OFFICE · BUILDIN

F. G. HUTCHINSON DES. FT DEL. SEPT. 29. 1947

WAY · OFFICE · BUILDING ·

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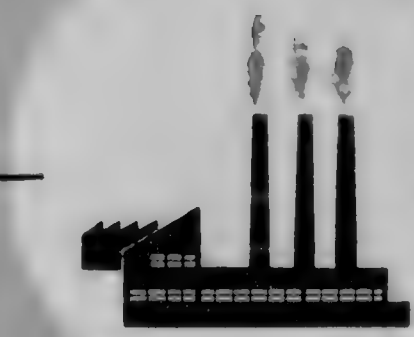

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Introd

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Call acceptance is simplified, too — you need not identify or "match buttons" with the station calling. You're in touch seconds faster with the **NEW Executone!**

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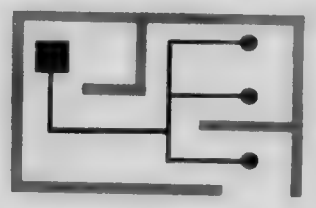
timed to 250 milli-seconds! **Full Trunkage Switching**



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stations. Even when your station is off, the signal of an incoming call can be received. Privacy is assured. No one can cut in or eavesdrop. **Streamlined,**

matching grille speaker and recessed talk bar, adds distinction to any desk. Its design and finish harmonize with any decorative interior. Built for a lifetime — will

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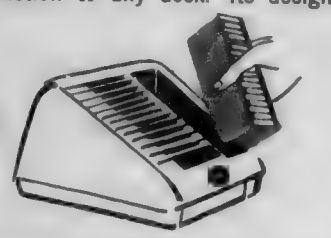

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a quarter of a million operations in tests, without showing wear. Other "exclusives": lifetime Pilot Light, heavy duty Selector Switch designed to withstand over

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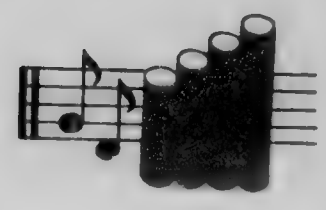
Introducing "Chime-Matic" Signalling



ving station by a soft chime and a signal light. No depressing the talk key. No announcing yourself.

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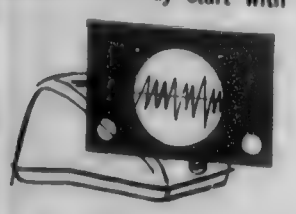
es low and high frequency background noises. Annoying "key clicks" eliminated by a blanking impulse

ou want — talk only to him. As many simultaneous conversations are possible as there are pairs of

mlined, Lifetime Cabinets. The Executive Station with its bank of selector bars,

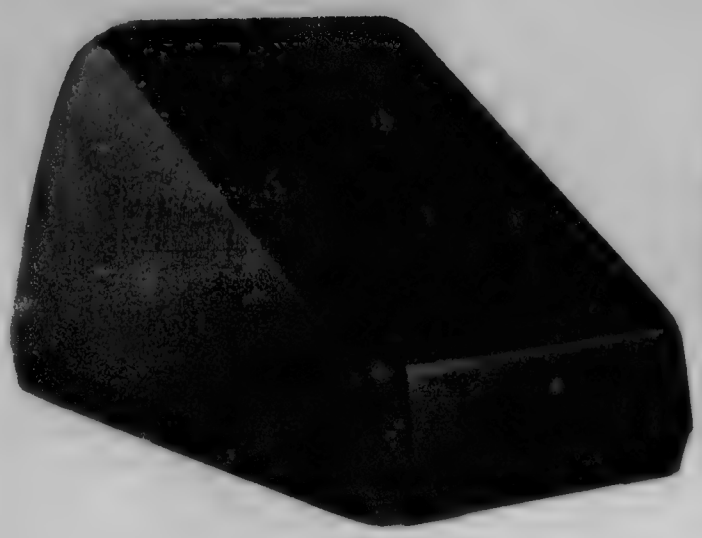
ifetime — will look new after years of hard use. **System Expandable Without**

installed. You may start with a small system connecting a few key points and prove the savings



Parts are machined to close tolerances. The talk-switch withstood

thstand over 300,000 operations, plug-in connection to facilitate chassis removal for maintenance.



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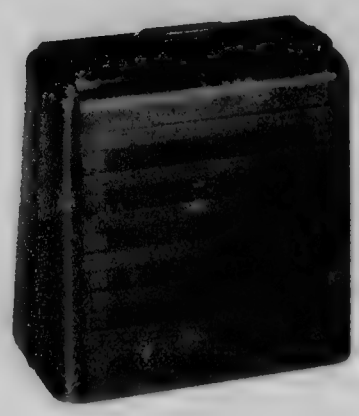
with selective call origination from one to as many as 80 other Executive or staff stations, for use in four basic types of systems, are available with optional earphones and other special features.



Staff Stations

with remote or privacy call origination to one or two other stations, for desk or wall mounting, are available with optional earphones in a variety of special housings for outdoor use or flush wall mounting.

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available for use in large high noise level areas, can be equipped with auxiliary reply station or externally mounted switch boxes for remote reply or privacy call origination. Booster amplifiers for extra power in noisy industrial locations can be added.

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Durable hard wood cabinet with metal grille. Dimensions: 11¾" wide, 8" high, 11⅞" deep. Shipping weight 16¾ lbs.

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STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. S. GLAISYER
SECRETARY

December 9, 1948

IN REPLY PLEASE
REFER TO FILE

Mr. Ertl P. Newberry
320 Southwest Stark Street
Portland 4, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Newberry:

In reply to your letter of the eighth in which you still offer objection to the elimination of the word "endeavor" in paragraph 5 of Article II, page 4 of the proposed agreement between the State and your firm of architects, I am still of the opinion that the word should be deleted or some additional language added to that paragraph if the word "endeavor" is to remain in the contract.

The architect is in charge of the job and is the one to know whether or not the work is being done pursuant to the plans and specifications. If the architect merely "endeavors" and those endeavors fail to result in a conformance with the plans and specifications, the State is without protection. It seems to me that the architect should be obligated to at least promptly report to his principal if the contractor is failing to perform according to contract. The architect, if after an endeavor, failed to get results was relieved of any further obligation, you can readily see that in this case the State would lose.

I do not expect the architect to serve as a court nor do I contend that the architect under the terms of the contract is clothed with police powers or vested with other enforcing powers, but I think in the interest of all concerned something more than mere "endeavor" should be undertaken.

This whole matter, of course, will come before the Commission for discussion at its next meeting.

Very truly yours,

J. M. DEVERS

JMD:MH
CC - T. H. Banfield
W. C. Williams

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SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 6, 1948

IN REPLY PLEASE
REFER TO FILE

Whitehouse, Church, Newberry & Roehr
Builders Exchange Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Attention: Earl P. Newberry

Gentlemen:

In Friday's mail I sent you a copy of the redraft of the agreement covering architect's service in connection with the Highway Commission's proposed office building, and at that time I told you I would write you again Monday. We have rewritten page 5 and have incorporated the three words that were inadvertently omitted. We called your attention to those omitted words in our Friday letter. We now enclose a copy of the corrected page which you may substitute in the copy of the agreement you have.

In Friday's letter I stated the Highway Commission may ask that the word "endeavor" found in paragraph 5 of Article II, page 4, be deleted on the grounds that while the architect is not obligated to see that the contractor performs his contract the architect does have the authority to insist that what work the contractor does do is done in conformance with the architect's design and plans and specifications. If the contractor refuses to follow the orders and instructions of the architect, then the architect can report such failure, refusal or negligence to the State and then it is up to the State to take action. When the word "endeavor" is used it sort of materially modifies the intended service and obligation of the architect.

I am calling this to your attention for I do not know what the Commission may say when it reads and studies the form of agreement we have submitted.

I hope to be able to get in touch with you by phone next Monday or Tuesday.

Very truly yours,

J. M. DEVERS

JMD:NH
Enc.

CC - T. H. Banfield
W. C. Williams

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1st draft

W.C.H.&R.

THIS AGREEMENT, made on the _____ day of _____, 1948, by and between the State of Oregon, acting by and through the _____ _____, and hereinafter called the State, and Walter E. Church, Earl P. Newberry and Frank Roehr, a partnership doing business as Whitehouse, Church, Newberry and Roehr, Architects, of Portland, Oregon, hereinafter called the Architect.

WITNESSETH, that whereas the State intends to construct and equip a modern, fireproof Office Building upon that portion of Block___ of the original plat of the City of Salem, Marion County, Oregon, not now used as a street or plaza and hereinafter called the _____ ____, under the previsions of Chapter ___, Oregon Laws ____,.

NOW THEREFORE, the State and the Architect for the consideration hereinafter named, agree as follows:

ARTICLE I. THE ARCHITECT'S SERVICES: The Architect's professional services shall consist of the design of the _____Building and the design of its constructive requirements, which include structural engineering and its mechanical engineering requirements, which include heating, ventilating, plumbing, electrical, elevators and the decorative work and fixed equipment including all fixed furniture in the building. The Architect shall also direct the design of the sculptural features, and the mural decorations, if any, and if further retained by the State, the movable furniture and landscape work. These services are divided as follows:

(a) The necessary conferences, the planning and designing of the Building including the preparation of preliminary studies including perspecttve of _____Building, cost estimates and architectural

portions of preliminary documents, if required, in relation to any applications which might be required for release of restricted materials or in connection with any Federal aid programs. The Architect will furnish without cost to the State six sets of preliminary plans, specifications, and cost estimates. Additional copies over and above the six shall be furnished by the Architect at the request of the State at actual cost.

(b) Upon written approval of the preliminary studies by the State and upon its order to proceed:

The preparation of complete working drawings including architectural, structural, and mechanical plans, scale details, and specifications necessary to obtain bids and to form the contract documents for the prosecution of the work for the _____ Building.

Upon approval of these documents by the State the Architect shall furnish, without cost to the State, twelve complete blue print sets and specifications of the contract working drawings. Additional copies shall be furnished by the Architect at the request of the State at actual cost.

(c) The preparation of full size drawings necessary to insure proper interpretation of the working drawings by the contractor. The Architect shall furnish two prints each of full size details, one for use of the contractor and one for the State. Any additional prints of these drawings will be furnished by the Architect at the request of either the State or the contractor at actual cost.

The Architect shall draft forms of proposal and contracts, issue change orders and certificates of payment, keep cost accounting by means of said change orders and certificates and attend to the general super-

vision of the work, which supervision shall include visits on the site by the Architect as the progress of the work may require and, in any event, not less than once each week. The Architect shall endeavor to guard the State against defects and deficiencies in the work of contractors, but he does not guarantee the performance of their contracts.

ARTICLE II. THE ARCHITECT'S FEE: The fee payable by the State to the Architect for the performance of the above services is to be 6% of the cost of the work, computed upon the cost price stipulated in all contracts, or extra cost of the work authorized by the State for said _____ Building, let under the direction of the Architect, as previously approved by the State.

ARTICLE III. PAYMENTS: The fee is to be divided and become payable as follows:

1. Upon completion of the work stipulated in paragraph (a) Article I, a sum equal to 20 percent of the total fee based on the reasonable estimated cost of the _____ Building.

2. Upon completion of the work stipulated in paragraph (b), Article I, the State shall ~~promptly~~ ~~call~~ within a reasonable time receive bids for the construction work and the Architect shall be paid an additional sum equal to fifty-five per cent (55) of the total fee based only upon the lowest bona fide bid or bids. If bids are not promptly taken, the fee shall be based on the estimated costs as submitted by the Architect.

3. Additional payments during the progress of the construction work based upon the percentage of the total contract performed by the contractor, amounting to 25 percent of the total fee.

4. It is understood that no extra fees are to be paid the Architect for minor changes in the plans or extra drafting caused thereby unless the changes are authorized in advance by the State.

ARTICLE IV. SHOULD WORK BE ABANDONED OR SUSPENDED: Should the work designed or specified by the Architect or any part thereof be abandoned or suspended, the Architect is to be paid as herein set forth for the services rendered up to the time of such abandonment or suspension, except that the Architect is to receive no extra remuneration for work which may be eliminated from the construction contract as alternate deductions, but will be paid the fee theretofore stated on such work, provided the same is subsequently included in the construction.

ARTICLE V. THE STATE'S DECISIONS: The State shall give thorough consideration to all sketches, drawings, specifications, proposals, contracts, and other documents laid before it by the Architect for its decision in such reasonable time as not to delay the work of the Architect nor to prevent his giving drawings or instruction to contractors in due season.

ARTICLE VI. SURVEY, BORINGS AND TESTS: The state shall furnish the Architect with a complete and accurate survey of the site, giving the grades and line of streets, pavements, and adjoining properties; the rights, restrictions, easements, boundaries, and contours of the site, and full information as to sewer, water, gas and electrical service. The State is to pay for boring or test pits if required and for chemical, mechanical or other tests when required, and not otherwise called for in the specifications to be furnished by the contractor.

ARTICLE VII. TRAVELING EXPENSES AND TECHNICAL SERVICES: It is understood that the Architect will not incur expense for the account of the State in traveling or in giving or obtaining any service not contemplated by this contract, without prior authorization by the State.

ARTICLE VIII. CLERK OF THE WORKS: The Clerk of the Works, satisfactory to State and Architect, shall be employed by the State at a salary satisfactory to the State and paid by the State. The Clerk of the Works shall be a full time employee under direction of the Architect and State and shall keep the records and inspect the work in order that the State's interest may be protected. These duties are not to be interpreted as conflicting with the duties of the Architect or relieving the Architect from any responsibility or duty. It is understood that the State may discharge the Clerk of the Works at any time that his services are not satisfactory to the State.

ARTICLE IX. OWNERSHIP OF DOCUMENTS AND DRAWINGS: Drawings and specifications as instruments of service are the property of the Architect, whether the work which they are made for be executed or not, except that the twelve sets of blue prints, working drawings and specifications and the two sets of full size detail drawings, ~~and~~ but a reproducable tracing on cloth of the final plans, which are to be furnished the State under this contract, shall remain the permanent property of the State for distribution as the State may determine.

ARTICLE X. CANCELLATION: This agreement shall at all times be subject to cancellation upon direction of the State under conditions noted below, and upon reasonable written notice. Upon such cancellation the complete records and files pertaining to the work shall be turned over to the State. Such cancellation shall take place only should the Architect in the judgment of the State prove incompetent, and after his having received equitable compensation for all work performed up to the time of removal. The Architect shall have the right to have the State decision of cancellation submitted to arbitration as noted under Article XIII.

ARTICLE XI. CONSTRUCTION: The O_____ Building is to be constructed upon Block ____, Salem, Oregon, and the building shall be a fireproof building constructed according to the best practice. It shall be in harmony in its design with the other Capitol Group Buildings.

ARTICLE XII. PERFORMANCE: It is hereby agreed that the Architect shall not sublet or transfer his interest in this agreement without the consent of the State. The State and the Architect hereby agree to the full performance of the covenants contained herein, and on the full performance, this contract and agreement shall terminate and each of the parties shall thereafter be relieved of any further obligation hereunder. Full performance shall be determined by the issuance of the last certificate of payment, and upon the receipt by the State of the Architect's final report, his certification that the work covered by this agreement is properly completed and upon the acceptance by the State of the completed _____Building.

ARTICLE XIII. ARBITRATION: Should any dispute arise under this agreement which is not covered specifically by the terms thereof or by the provisions of Chapter ____, Oregon Laws _____, the matter is to be submitted to an Arbitration Board of three members, one of whom shall be appointed by the State, one by the Architect, and one by the two members so appointed.

IN WITNESS WHEREOF the parties hereto, the day and year first written above, have made, executed and delivered this agreement in triplicate.

STATE OF OREGON

By_____

By_____

A G R E E M E N T

THIS AGREEMENT, made and entered into this _____ day of December _____, 1948, by and between the State of Oregon, by and through its State Highway Commission, and hereinafter called the "State," party of the first part; and Walter E. Church, Earl P. Newberry, and Frank Roehr, a partnership doing business under the firm name and style of Whitehouse, Church, Newberry and Roehr, Architects, of Portland, Oregon, hereinafter called the "Architect," party of the second part.

W I T N E S S E T H :

RECITALS:

1. The State proposes and contemplates the construction and equipment of a modern, fireproof building to be located on Block 86 of the Original Plat of the City of Salem, Marion County, Oregon, title to the real properties within said block being now vested in the State of Oregon, by and through its State Highway Commission, which said proposed office building shall be known as the "State Highway Office Building."

2. It is recognized that the services of an architect are necessary in connection with the construction of said proposed building, and because of the fact that the party of the second part, having been employed by the State in connection with the construction of the State Capitol Building, is familiar with the Capitol construction plan is particularly qualified to serve as the architect in connection with the

construction of the said proposed State Highway Office Building.

3. Block 86 of the Original Plat of the City of Salem, upon which site it is proposed to construct said building, is one of the blocks, the acquisition of which was authorized by Chapter 488, Oregon Laws, 1937.

NOW THEREFORE, the premises being in general as stated in the foregoing recitals, it is hereby agreed as follows:

SECTION I. THE ARCHITECT'S SERVICES: The Architect's professional services shall consist of the design of the State Highway Office Building and the design of its constructive requirements, which include structural engineering and its mechanical engineering requirements, which include heating, ventilating, plumbing, electrical, elevators and the decorative work and fixed equipment including all fixed furniture in the building. The Architect shall also direct the design of the sculptural features, and the mural decorations, if any, and if further retained by the State, the movable furniture and landscape work. These services are divided as follows:

(a) The necessary conferences, the planning and designing of the Building including the preparation of preliminary studies including perspective of State Highway Office Building, cost estimates and architectural portions of preliminary documents, if required, in relation to any applications which might be required for release of restricted materials or in connection with any Federal aid programs. The Architect will furnish without cost to the State six sets of preliminary plans, specifications, and cost estimates. Additional copies over and above the

six shall be furnished by the Architect at the request of the State at actual cost.

(b) Upon written approval of the preliminary studies by the State and upon its order to proceed:

The preparation of complete working drawings including architectural, structural, and mechanical plans, scale details, and specifications necessary to obtain bids and to form the contract documents for the prosecution of the work for the State Highway Office Building.

Upon approval of these documents by the State the Architect shall furnish, without cost to the State, twelve complete blue print sets and specifications of the contract working drawings. Additional copies shall be furnished by the Architect at the request of the State at actual cost.

(c) The preparation of full size drawings necessary to insure proper interpretation of the working drawings by the contractor. The Architect shall furnish two prints each of full size details, one for use of the contractor and one for the State. Any additional prints of these drawings will be furnished by the Architect at the request of either the State or the contractor at actual cost.

The Architect shall draft forms of proposal and contracts, issue change orders and certificates of payment, keep cost accounting by means of said change orders and certificates and attend to the general supervision of the work, which supervision shall include visits on the site by the Architect as the progress of the work may require and, in any event, not less than once each week. The Architect shall endeavor to guard the State against defects and deficiencies in the work of contractors, but he does not guarantee the performance of their contracts.

SECTION II. THE ARCHITECT'S FEE: The fee payable by the State to the Architect for the performance of the above services is to be 6% of the cost of the work, computed upon the cost price stipulated in all contracts, or extra cost of the work authorized by the State for said State Highway Office Building, let under the direction of the Architect, as previously approved by the State.

SECTION III. PAYMENTS: The fee is to be divided and become payable as follows:

1. Upon completion of the work stipulated in paragraph (a) Section I, a sum equal to 20 per cent of the total fee based on the reasonable estimated cost of the State Highway Office Building.

2. Upon completion of the work stipulated in paragraph (b), Section I, the State shall, within a reasonable time thereafter, call for bids for the construction work and the Architect shall be paid an additional sum equal to fifty-five per cent (55) of the total fee based only upon the lowest bona fide bid or bids, ~~or fifty-five per cent of the Architect's total estimate~~, whichever is lower. If bids within a reasonable time after completion of the work stipulated in paragraph (b) are not called for by the State, or if bids are called for and the low bid is deemed by the Highway Commission too high, or for any other reason unsatisfactory, or if for any reason the State elects not to go forward with the construction of said Office Building, then the Architect shall be entitled to and shall be paid fifty-five per cent of the Architect's fee, computed on the basis of 6% of the Architect's estimated cost of the building complete, or 6% of the low bid, whichever figure is lower.

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. S. GLAISYER
SECRETARY

November 15, 1948

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Whitehouse, Church, Newberry & Roehr
Builders Exchange Building
Portland, Oregon

Gentlemen:

The Highway Commission is planning the construction of an office building in Salem. The subject has been under consideration for quite some time, and the properties involved in the site have been purchased with the exception of one property and we are now negotiating for that.

At the last Commission meeting the matter of the employment of an architect was considered, and Mr. Baldock, as Chief Engineer, and I, as Chief Counsel, were instructed to contact your firm to ascertain what sort of a contract of employment can be worked out.

I anticipate that since your firm was connected with the construction of the Capitol Building and has been employed in connection with the construction of the office building now under construction that you have a standard form of agreement which, of course, is modified in each instance to take care of the details of a specific job. If you have such standard form may I have a copy so that I can study it and then we will seek a conference with you at a later date.

We are under instruction from the Commission to report at the next meeting which will be held in Portland on the 20th and 21st of December, so it will be necessary for us to discuss this subject in advance of that date.

Very truly yours,

J. M. DEVERS

JMD:MK
cc - R. H. Baldock

RECEIVED
SEP 28 1948
FOR FILING
24-3451
3250

September 28, 1948

Glenn Stanton, Architect
Concord Building
Portland 4, Oregon

Dear Mr. Stanton:

In reply to your letter of September 23, all that I can say is that the State Highway Commission took no definite action at its last meeting with respect to the selection of an architect to handle the architectural features in connection with construction of the proposed State Highway Department office building here in Salem.

Each member of the Highway Commission has been furnished a copy of your credentials, along with those of other architects. In the event they should desire additional information, I will let you know.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MHO:mm

OFFICE OF GLENN STANTON ARCHITECT
CONCORD BLDG. · 208 S.W. STARK ST. · PORTLAND 4, OREGON
GLENN STANTON : ROLLIN BOLES : KEITH MAGUIRE

September 23, 1948

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We trust that our credentials were received in good order.

If the Commission desires further letters of reference, we would be glad to forward them.

It would be a pleasure to have you or any members of the Commission call at our office to see our organization and to meet our principals.

Yours very truly,

Glenn Stanton

GS EW

cc: Mr. Banfield
Mr. Schaupp
Mr. Chandler

RECEIVED
SEP 1 1 1948
OREGON
STATE HIGHWAY COMMISSION

H B GLAISYER

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OFFICE OF GLENN STANTON ARCHITECT

CONCORD BLDG. · 208 S.W. STARK ST. · PORTLAND 4, OREGON
~~GLENN~~ STANTON : ROLLIN BOLES : KEITH MAGUIRE

September 13, 1948

4-P
9/13/48

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

In accordance with our conversation of September 10, we hand you herewith copies of the letter of recommendation from P. L. Jackson, publisher of the Oregon Journal.

Will you please attach these letters to the material already submitted to you in accordance with the suggestion of your letter of September 2 in connection with the proposed State Highway Office Building.

Very truly yours,

GLENN STANTON

Kingsley D. Church

Kingsley D. Church

KDC EW
Encs.

September 10, 1948

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 450
Portland 7, Oregon

Dear Mr. Banfield:

I enclose a copy of a letter from the office of Glenn Stanton, Architect, Portland, in response to my request of September 2 for a statement of their qualifications to act as architects for the proposed State Highway Department Office Building in Salem. I have additional copies which I will hand to you at the Commission meeting next week.

Mr. Hollis Johnston telephoned me this morning that his statement was ready for delivery here in Salem today but he couldn't get it to me unless he made a special trip. I told him it would be all right to deliver one copy to you today at your office and the balance to me at the Imperial Hotel Monday morning. He said he would do that, so I presume that you have it by this time.

With Mr. Johnston's statement and the enclosed statement of Glenn Stanton, you now have statements from all the architects who have made inquiry concerning the Highway Department building.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec
Enc.

Oregon Journal

PORTLAND, OREGON

September 10, 1948.

TO WHOM IT MAY CONCERN:

Glenn Stanton, Portland architect, has been architectural consultant for The Journal in its older building for a good many years and for the last two years he and his associates have developed and executed the plans for conversion of the large Portland Public Market building into a modern streamlined newspaper plant.

The new Journal home is a building in which the city of Portland can take great pride and The Journal management is well pleased with the results.

I have known Glenn Stanton personally for more than ten years and recommend him and his associates for any architectural job they would undertake. He has had many years of practical experience and is an expert in his line.

His working staff has been well trained and is adequate for prompt, efficient production. We have found the organization entirely reliable and extremely proficient in the work they have done for us.

Very truly yours,

P. L. Jackson

Publisher

PLJackson/m

OFFICE OF GLENN STANTON ARCHITECT

CONCORD BLDG. · 208 S.W. STARK ST. · PORTLAND 4, OREGON

GLENN STANTON : ROLLIN BOLES : KEITH MAGUIRE

September 9, 1948

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Thank you for your letter of September 2, 1948, suggesting that we present our qualifications, as architects, to your Commission in connection with the proposed State Highway Office Building in Salem.

For your information as to our qualifications, we are pleased to submit herewith outlines of our office organization, our experience on similar types of buildings, and a statement of our fee and services to be rendered. We are also enclosing letters of recommendation from A. W. Groth, Vice President, First National Bank of Portland, J. C. Meehan, General Secretary Y. M. C. A. of Portland, and M. B. Winslow, Superintendent of School District No. 7, Josephine County, Grants Pass, Oregon.

Our practice during the last five years has involved about $5,000,000 worth of construction annually.

Should you wish more detailed or additional information, we shall be glad to present it to you at your convenience.

Very truly yours,

GLENN STANTON

Kingsley D. Church

Kingsley D. Church

KDC:NH
Encs.

September 2, 1948

Glenn Stanton, Architect
Concord Building
208 S. W. Stark Street
Portland 4, Oregon

Dear Mr. Stanton:

Some time ago you wrote the State Highway Commission regarding the employment of your services for the architectural work in connection with the proposed State Highway Office Building here in Salem.

The Commission has not as yet reached a decision whether or not to proceed with the construction of this building; however, that the members of the Commission may have knowledge of your qualifications when the matter again comes up for discussion, I have been requested to suggest to you, in acknowledging your communication, that you present to the Commission, in writing, a statement of your qualifications which, incidentally, should include an outline of your experience on similar types of buildings, the architectural fee that you would expect to receive for your services and the service you would render for such fee, and any additional data which you may wish to include in your letter that would be helpful to the Commission in the selection of someone to handle the architectural work involved.

Your courtesy in forwarding such a statement so as to reach me not later than Friday of next week, September 10, will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

REH:ec

cc - Mr. T. H. Banfield

OUTLINE OF ORGANIZATION

1. NAMES AND TELEPHONE NUMBERS OF INDIVIDUALS OF FIRM:

Glenn Stanton, A.I.A.	ATwater 0216
Rollin Boles, A.I.A.	ATwater 0216
Keith Maguire, A.I.A.	ATwater 0216
Kingsley Church, A.I.A.	ATwater 0216

2. DATE ESTABLISHED:

Established June 1935. Previously with Whitehouse, Stanton and Church, Portland, Oregon

3. REGISTRATION AND PROFESSIONAL STATUS:

Glenn Stanton	Registered	Oregon and Washington
Rollin Boles	Registered	Oregon
Keith Maguire	Registered	Oregon
Kingsley Church	Registered	Massachusetts

4. GENERAL EDUCATIONAL BACKGROUND:

See attached sheets.

5. GENERAL CHARACTER OF NORMAL PRACTICE:

Varied, including commercial, public and industrial buildings, schools, churches, housing and residential work.

6. RECENT TYPICAL COMMISSIONS:

Resident architect for Canada Dry Bottling Plant, Portland, Ore.	Completed 1947	$ 500,000
Journal Publishing Company, newspaper plant, Portland, Ore.	Completed 1948	1,500,000
Beattie Printing Plant, Portland, Ore.	Completed 1947	100,000
Bethany Presbyterian Church, Grants Pass, Ore.	Under construction	300,000
Elks Lodge, Corvallis, Ore.	Completed 1948	100,000
Washington Grade School, Grants Pass, Ore.	Completed 1947	105,000
High School, Grants Pass, Ore.	Under construction	470,000
Three Grade Schools, Albany, Ore.	Preliminary drawings	500,000
Addition to Grade School, Tillamook, Ore.	Under construction	110,000
Dairy Products Lab, Oregon State College	Preliminary drawings	1,130,000
Biscuit Plant for National Biscuit Co., Portland, Ore. (Consulting Architect)	Under construction	3,000,000
Physical Education Plant, Grants Pass Schools	Working drawings	225,000
Addition to Glendale School, Portland, Ore.	Preliminary drawings	500,000

Associated with Hollis Johnston, architect, on:

Women's Dormitory, Oregon State College	Substantially complete	1,400,000
Lewis & Clark College Buildings, Portland, Ore.	Completed 1947	500,000
Addition to Teachers' Training Building, Oregon College of Education	Under construction	118,000
Operating Plant United Parcel Service	Under construction	93,000

Associated with Hollis Johnston, Sutton, Whitney & Aandahl:

Veterans Administration Hospital, Klamath Falls, Ore.	Working drawings	4,000,000

7. OFFICE ORGANIZATION:

Principal	*Glenn Stanton
Chief Designer	*Rollin Boles
Chief Draftsman	*Keith Maguire
Specifications & Contracts	*Kingsley Church
Job Superintendent	Clifford Allen
Draftsmen:	T. F. Hoch
	Roscoe A. Johnson
	Donald B. Parks
	Frank L. Farnham
	Neil Farnham
	Otto M. Parry
	Ray Birchman
	*R. J. Marlitt
	Norman Ruderman
	Charles Tetherow
	William Sypes
	George Butler
	Edsel Evans
Office Administration	Ralph E. Parker
Secretary	Elizabeth B. Wick
Bookkeeper	Norma L. Harper
Stenographers	Joyce King
	Lela Thompson

*(Registered Architects)

Firms who do our Engineering and Landscape Work:

Structural Engineering:	Moffatt, Nichol & Taylor or Jerome A. McDevitt (Both of these firms occupy offices adjacent to ours)	
Mechanical Engineering:	J. Donald Kroeker	or
	Thomas E. Taylor	or
	W. Bruce Morrison	
Electrical Engineering:	George Pettingell, Grant Kelley & Co.	
Landscaping:	Walter & Florence Holmes Gerke	or
	Arthur W. Erfeldt	or
	David E. Thompson	

K E Y P E R S O N N E L

ROLLIN BOLES, Architect

Born: Mill City, Oregon; April 28, 1913

Education: Public Schools, Portland, Oregon
University of Oregon, 1937, Bachelor of Architecture
Ion Lewis European Travel Scholarship, 1939.

Member: American Institute of Architects

Licensed: State of Oregon

Experience:

1937 - 1939 Draftsman and designer for Glenn Stanton, architect, Portland, Oregon.

1940 - 1941 Draftsman and designer for Glenn Stanton, Portland, Oregon, Naramore, Bain & Johanson, architect, Seattle, Washington, Henry Bittman, architect and engineer, Seattle, Washington.

1942 - 1943 Draftsman and designer for The Austin Company, Sand Point Naval Air Station, Seattle, Washington.

1943 - 1946 Lt. in U. S. Navy.

1946 - date Associate, designer, office of Glenn Stanton.

K E Y P E R S O N N E L

KEITH MAGUIRE, Architect

Born: Portland, Oregon; June 10, 1909

Education: Public Schools, Portland, Oregon
University of Oregon, 1934, Bachelor of Architecture

Member: American Institute of Architects

Licensed: State of Oregon

Experience:

1936 - 1939 National Park Service; Project architect for Silver Creek Recreational Area, Silver Creek, Oregon

1939 - 1941 Draftsman with Roald and Schneider, architects, Portland, Oregon

1941 - 1945 Oregon Shipbuilding Corporation: draftsman in office of Design Engineer. Designing industrial buildings.

1945 - date Associate, chief draftsman, office of Glenn Stanton.

K E Y P E R S O N N E L

KINGSLEY CHURCH, Architect

Born: McKeesport, Pennsylvania; January 13, 1898

Education: Hampton Academy, Hampton, New Hampshire
University of New Hampshire
University of Michigan

Member: American Institute of Architects

Licensed: State of Massachusetts

Experience:

1921 - 1922 Draftsman, State Architect's Office, Michigan; commercial buildings.

1922 - 1925 Senior draftsman in charge of all full size detailing, Soule, Murphy and Hastings, architects, Santa Barbara, California; schools, theaters, residential, commercial.

1925 - 1926 Senior draftsman and superintendent, Carleton Monroe Winslow, architect, Santa Barbara, Cal.; residential, commercial, schools.

1926 - 1932 Specification writer, superintendent, coordinator, job captain and associate Bigelow, Wadsworth, Hubbard and Smith, architects, Boston, Mass.; commercial, schools, large residential, churches, apartment buildings, stores, office buildings, etc.

1932 - 1940 Practice, Bradley and Church, architects, Milton, Mass.; specializing in residential and commercial buildings.

1940 - 1942 Assistant chief architect, J. R. Worcester and Company, Boston, Mass.; dry docks, foundries, armories, factories, Watertown Arsenal Buildings.

1942 - 1944 Chief draftsman, George Lawley & Sons, Neponsit, Mass.; design agents for LCI and LCS nation-wide program of shipbuilding.

1944 - 1945 Section leader, engineering department, Commercial Iron Works; completing LCI and LCS program begun at Lawleys.

1945 - date Associate, contracts and specifications, office of Glenn Stanton, architect.

OUTLINE OF ARCHITECT'S FEE
AND SERVICE TO BE RENDERED

I. ARCHITECT'S FEE:

We will agree to perform all of the architect's professional services listed below for the constructing, erecting and equipping of your Office Building in Salem for the usual fee allowed by the State for such work.

We understand that if the cost of the work is $500,000 or less, that the usual fee is 6%, and that if the cost of the work is in excess of $500,000 the usual fee is 5%.

The cost of the work means the cost to the Owner exclusive of Architect's and Engineer's fee and shall not include the cost of furnishings and equipment which are procured and installed by the Owner.

No separate charge will be made by us for transportation and living expenses incurred for inspection trips, conferences at Salem, visits to the site, etc.

II. SERVICES TO BE RENDERED:

Our professional services will include:

1. The necessary conferences.
2. The investigation of outstanding examples of other buildings of similar use.
3. Preliminary studies, including site planning and the usual perspective drawings.
4. Furnishing preliminary estimates, when requested, on the cost of the work.
5. The preparation of complete working drawings, including general, structural, plumbing, heating, ventilating, electrical, mechanical and such other details as are necessary to secure complete and accurate bids and the preparation of complete specifications covering all work and parts as involved in the entire completed operation.
6. The preparation of large scale and full size detail drawings.
7. The checking of shop drawings.
8. The drafting of forms of proposal and contracts.
9. The issuance of certificates of payment.
10. The keeping of accounts.
11. The general administration of the business and coordination with the various departments of the Owner.
12. The general supervision of the work by periodic inspections at the site as necessary. We agree to have a representative of the firm available at all times for such inspections. Our fee does not, however, include the cost of a resident representative at the site of the work at all times. We will guard the Owner against defects and deficiencies in the work of Contractors but we do not guarantee the performance of these contracts.
13. Furnishing up to 60 copies of plans and specifications for bid purposes and upon completion of the project a corrected copy of all data, specifications and drawings and one set of reproducible tracings on paper, of the final corrected drawings.

OUTLINE OF EXPERIENCE ON
SIMILAR TYPES OF BUILDINGS

1. FEDERAL COURT HOUSE BUILDING

620 S. W. Main Street, Portland, Oregon

Whitehouse, Stanton and Church, Architects

Completed: 1921

Cost: $1,250,000

2. STADIUM BRANCH UNITED STATES NATIONAL BANK OF PORTLAND

2000 S. W. Morrison Street, Portland, Oregon

Glenn Stanton and Hollis Johnston, Associated Architects

Completed: 1947

Cost: $400,000

3. THE NEW JOURNAL BUILDING

746 S. W. Front Avenue, Portland, Oregon

Glenn Stanton, Architect

Completed: 1948

Cost: $1,500,000

NO.1553

THE FIRST NATIONAL BANK

OF PORTLAND

PORTLAND, OREGON

September 9, 1948

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Glenn Stanton advises that he is submitting his qualifications as architect for your consideration in connection with the new office building to be constructed for the Commission and asks that we write you concerning him, which we are pleased to do.

Mr. Stanton is a prominent, local architect who has been well and favorably known to us for many years. He has done outstanding work for a number of colleges, public institutions and large business concerns.

He was engaged by us for architectural work for various remodeling projects, which work was carried out in a most satisfactory manner. We do not hesitate to recommend him for consideration for such architectural work as he may apply for.

Very truly yours,

A. W. Groth
Vice President

AWG:db

J. C. MEEHAN, GENERAL SECRETARY

YOUNG MEN'S CHRISTIAN ASSOCIATION

METROPOLITAN OFFICES:
831 SOUTHWEST SIXTH AVENUE
PORTLAND 4, OREGON

ED W. EGGEN
WALTER A. GOSS
CARL J. HOLLINGWORTH
J. EARL JONES
S. W. LAWRENCE
JOHN R. LEACH
J. C. MEEHAN
RICHARD G. MONTGOMERY
J. C. PLANKINTON
WARDE W. ROBINSON
WILLARD B. SPALDING
GLENN STANTON
THADDEUS W. VENESS
FRED J. WAYMIRE
LESLIE J. WERSCHKUL

STAFF:
TOM W. BARLEY, Program Services
PAUL S. CAMPBELL, Boys Work
W. H. WOODS, Business
CLAIR M. JOHNSON, World Service, Venezuela

September 9, 1948

Mr. Glenn Stanton
208 S.W. Stark Street
Portland 4, Oregon

Dear Mr. Stanton:

After conferring with you recently regarding some of the details of the new structures and alterations we are contemplating, I wanted you to know how much I appreciate the work you are doing for us.

We feel very fortunate that you took our account in 1927. Had it not been for the unusually fine job you did in our Central building, we would have been totally unable to meet the war demands which crowded us out of house and home for nearly four years.

We have had other architects before, but none that so thoroughly understood the institutional character of our work and was able to adapt our spaces with the characteristic limited budgets of a Y.M.C.A. to more efficient use.

Some time in the near future I want to talk to you again about some changes in the plans already drawn for the new buildings at camp.

Sincerely,

J. C. Meehan
General Secretary

JCM:ms

C O P Y

June 4, 1941

Mr. L. W. Turnbull
Superintendent of Schools
North Bend, Oregon

Dear Mr. Turnbull:

We made a rather complete survey of architects in the State of Oregon when we built our two new buildings. For the first building we secured the services of a southern Oregon man. For the second, our new high school building, we secured the services of Mr. Glenn Stanton of Portland; his offices are in the Railway Exchange Building.

We found Mr. Stanton very co-operative and an exceptionally pleasing man to work with. During our building program, I have visited many buildings under construction and have talked with owners and contractors. It is my belief that Mr. Stanton is by far the best school architect in Oregon.

Before selecting an architect for your building I wish you would investigate Mr. Stanton's record.

Yours very truly,

M. B. Winslow
Superintendent of Schools

MBW:LF

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HOLLIS JOHNSTON
A I A
ARCHITECT
308 SOUTHWEST STARK STREET PORTLAND 4 OREGON

September 10, 1948

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Architectural Services
Proposed Office Building

In compliance with the suggestions in your letter of September 2, we enclose copies of a brochure describing the qualifications, organization and experience of this office.

You will note that we have been largely employed by the Army, Navy and Public Housing Agencies and that we are accustomed to work with governmental agencies such as the Highway Commission where thorough records are required.

We wish to particularly point out that during the past two years we have been in the process of research and study connected with an office building project for private investment in Portland. These studies have dealt with the economics of construction, the spacing of columns, windows, and other planning features in their relation with flexibility of plan and probable tenant needs and, in particular, with inside automobile parking for tenants and public. While this study has been made for private investment, the same principles are involved in any study for your project with the possible exception that your problem may contain additional elements.

We regard your project as of first importance and, should we be awarded the commission, we are prepared to give it the utmost attention in economics study and design.

We are pleased to submit the enclosed data in support of this application and would like to discuss our capabilities before your Board.

Fees for State work have been standardized at 6% including structural, heating and ventilating, and electrical engineering services. We are willing to adhere to this precedent.

Respectfully,

Hollis Johnston

HJ EW
cc with enc. to: T. H. Banfield
Chairman

September 2, 1948

Hollis Johnston, Architect
208 S. W. Stark Street
Portland 4, Oregon

Dear Mr. Johnston:

Some time ago you wrote the State Highway Commission regarding the employment of your services for the architectural work in connection with the proposed State Highway Office Building here in Salem.

The Commission has not as yet reached a decision whether or not to proceed with the construction of this building; however, that the members of the Commission may have knowledge of your qualifications when the matter again comes up for discussion, I have been requested to suggest to you, in acknowledging your communication, that you present to the Commission, in writing, a statement of your qualifications which, incidentally, should include an outline of your experience on similar types of buildings, the architectural fee that you would expect to receive for your services and the service you would render for such fee, and any additional data which you may wish to include in your letter that would be helpful to the Commission in the selection of someone to handle the architectural work involved.

Your courtesy in forwarding such a statement so as to reach us not later than Friday of next week, September 10, will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ee

cc - Mr. T. H. Banfield

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FOR FILING
24-3451
3250

The JOURNAL
JOURNAL PUBLISHING COMPANY
PORTLAND, OREGON

September 10, 1948.

TO WHOM IT MAY CONCERN:

Glenn Stanton, Portland architect, has been architectural consultant for The Journal in its older building for a good many years and for the last two years he and his associates have developed and executed the plans for conversion of the large Portland Public Market building into a modern streamlined newspaper plant.

The new Journal home is a building in which the city of Portland can take great pride and The Journal management is well pleased with the results.

I have known Glenn Stanton personally for more than ten years and recommend him and his associates for any architectural job they would undertake. He has had many years of practical experience and is an expert in his line.

His working staff has been well trained and is adequate for prompt, efficient production. We have found the organization entirely reliable and extremely proficient in the work they have done for us.

Very truly yours,

Publisher

FLJackson/a

RECEIVED
1949

REFERRED TO
Mr Voelcker
BY SECRETARY

Herewith 4 proposals to handle the architectural features in connection with the proposed State Museum.
WSL

FREDERICK H. ILEY
ARCHITECT

RECEIVED
OCT 6 1948
FOR FILING

NOTED
Oregon State Highway Commission

COPY

586 North 15th Street
Salem, Oregon

Salem, Oregon

September 9, 1948

Gentlemen:-

Relative to your letter of the 2nd inst. and mine to you of November 30, 1947, the following is a list of some of the larger buildings which have been planned and construction supervised by our office. These of course were all erected previous to present high prices, in fact most of them were constructed during the period of very low prices, so the actual costs as stated should be at least doubled and some probably tripled as a comparison to what they would cost today. The test of ability however is rather results secured for an owner, both in efficiency and economy of cost, than the size and cost of a building; and a larger building does not necessarilly embody any additional problems. Am enclosing copies of a few of the several letters which I have on file from satisfied clients and executives relative to my work.

Federal Work:	Anaheim Post Office	85000.00	1934
State of Calif:	Spadra Hospital; New Ward Bldg. etc.	65000.00	1930
Orange County, Calif:	County Hospital Group	160000.00	1934-37
	Juvenile Detention Home	80000.00	1924
	Buildings at County Park	57000.00	1926-28
Santa Ana, Calif:	Y.M.C.A. Building	250000.00	1924
	Lathrop Junior High School Bldgs.	236000.00	1923
	Gymnasium & Plunge; High School	114000.00	1926
	Grade School Buildings	650000.00	1922-36
	Baptist Church	55000.00	1930
	Ebell Clubhouse	65000.00	1930
	F.F.Smith Store & Office Bldg.	50000.00	1926
Garden Grove High School, Reconstruction & Additions		140000.00	1932-36
Huntington Beach School: Gymnasium & Plunge Bldg.		93000.00	1931
Anaheim Masonic Temple		45000.00	1920

Several other buildings could be mentioned, entirely exclusive of residential work, planned during theseyears through my office, but the above are representative. Of these buildings the Santa Ana YMCA and the Administration Bldg. at the County Hospital, also a portion of the Detention Home, are of reinforced concrete construction throughout; also each has been very favorably mentioned on several occasions. Th_ enclosed letters will be some little evidence in such regard.

Relative to Fee: would expect the usual standard fee of 6% of the total cost of compl ted structure, for full architectural services. This would include all preliminary planning, working drawings and specifications, structural and mechanical engineering fees, and architectural supervision of construction.

Will be glad to give any further information which may be desired.

Trusting to receive your favorable consideration,

Respectfully Yours

/s/ FREDERICK H. ILEY

Frederick H. Iley

3 encl.

COPY

COPIES OF LETTERS, originals on file in office

C. H. CHAPMAN. Lumber, Millwork, etc.

————Some years ago I was a member of the building committee when our local Y.M.C.A. was built, of which Mr. Eley was the architect, and I was also a member of our County Board of Supervisors when he was the architect for the new Contagious Ward building at our County Hospital; he having also been the architect for the original group of buildings. During the construction of both these buildings, as well as that of my own home, I was closely in touch with his methods of dealing with the various contractors on the work and their reaction to him relative to the work of their contracts.

I have always found him strictly fair in his dealings with such contractors, also essentially fair to both the owner and the contractor when any matter of dispute has arisen during the course of the work. His knowledge of the various types of construction with their many details incidental to the work of the several sub-contractors is well known in this territory, where he has firmly established an enviable reputation for his integrity of character and a thorough knowledge of his profession. I have every confidence in recommending Mr. Eley to your favorable consideration where any knowledge of architecture or construction is required.

(Signed) C. H. Chapman

HUNTINGTON BEACH SCHOOL DISTRICT, CALIF.

Now that the gymnasium building of this school system, which building you planned, has been in operation a little better than a year, I have wanted to write you this letter of sincere appreciation from the standpoint of an administrator of these schools. This building has proven its excellence already in many ways. Chiefly I believe we have found that it is sturdy, roomy, handy of access to various points, and withal beautiful of interior and general construction. Surely you deserve great credit for the construction of a building such as this.

Visitors from the State Department of Education and strangers have unanimously praised its arrangement. We feel that we are especially privileged in having a building so built to our uses. I wonder if there is another gymnasium and plunge building like it in Southern California, or anywhere.

(signed) C. B.Baldwin, District Superintendent

FARMERS & MERCHANTS SAVINGS BANK: SANTA ANA, CALIF.

———— Mr. Eley was architect for the Santa Ana Board of Education, of which I was president for four years, and during that time he prepared plans for numerous schools which we built and his work in all cases was entirely satisfactory. I believe Mr. Eley to be an architect of the highest standing and I know him to be a man of splendid character and reputation. I feel sure that any work entrusted to him will be taken care of in a manner entirely satisfactory to those employing him.

(signed) Alex Bromaridge, Cashier

COPIES OF LETTERS originals on file in office

State of California
Board of Charities and Corrections

————I wish to thank you for your kindness in the consideration of the proposed changes and your promptness in making them in your drawings. This indicates a spirit of co-operation on the part of the architect which we are glad to see.
————We are very glad to see that you are building this building with the idea of future development and that the hospital is so constructed as to conform to a larger general plan of extension. This is a wise provision to make.
The general block plan is very well arranged and when completed will give a very convenient hospital plant. The design seems unique and is a new arrangement to us.
We wish to thank you for your kindness in this matter and for your hearty co-operation. The proposed changes when incorporated into the building will give you a very good hospital and one for efficient service.
————

(signed) F. T. Herrick, Chief Clerk

Y.M.C.A. Building. Santa Ana, Calif.

————Mr. Kley was our architect on our building in Santa Ana, and in our work together on that project I came to realize his fine ability and his capacity for money spent in building buy its full worth. His understanding of the problems of construction and arrangement, added to his experience and training in design, makes him exceptionally useful on the more complicated sort of building problems. He has had quite extensive experience in designing gymnasium equipment, and I know he thoroughly understands what is involved.

One of the characteristics of Mr. Kley which I particularly appreciate is his habit of putting himself into his client's place in all matters relating to the building in hand. I have found him to be as jealous of the interests of the client as though every dollar spent were coming out of his own pocket. This makes his services of rather unusual quality and value.

Out of a good many years of experience with architects, I say without hesitation that Mr. Kley is one of the most competent and satisfactory men of his profession that I have ever worked with, and I am convinced that your shool and community will profit in no small degree if you engage him to design and carry through to completion the present project. I canrecommend him in the highest terms.

Signed R. C. Beardsley, General Secretary

State of California. Department of Education

Letter to Mr. Baldwin, Superintendent of Schools, Huntington Beach

————I visited last Monday the new physical education plant for the elementary schools in Huntington Beach.
I wish to take this opportunity to congratulate you and all those who had a part in making this splendid plant available. It provides by far the best indoor facilities in physicaleducation for elementary children of any I have seen in the State of California.

(signed) N. P. Neilson, Chief, Division
of Health & Physical Ed

COPY

WORK IN CHECK since opening our office in 1937

Dougle School Addition	$8000.00	
Salem School Main Building	50000.00	}
Additions now under construction	136865.00	}
Fairview Homes: residences, etc.	40000.00	
Corvallis High School: Shops	10000.00	
Penn Store & Apartment Bldg.	35000.00	
Salem Congregational Church	48000.00	(1940)
Babcock Garage Bldg, Salem	75000.00	
Addition now being figured	45000.00	estimated
Holmes Garage Bldg, Salem	38000.00	

Several residences

Work now in office

First Methodist Church, Oregon City	150000.00	estimated
First Evangelical Church, Albany	135000.00	estimated

RECEIVED
JAN 25 19
FOR FILING

September 9, 1948

Whitehouse, Church, Newberry & Roehr
Architects
320 S. W. Stark Street
Portland 4, Oregon

Attention: Mr. Walter E. Church

Dear Mr. Church:

Thank you for your letter of September 8, stating the qualifications of your firm to handle the architectural features in connection with the proposed State Highway Department Office Building in Salem. Your letter will be brought to the attention of the State Highway Commission at its next meeting.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ec

September 9, 1948

T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 450
Portland 7, Oregon

Dear Mr. Banfield:

I enclose for your information a copy of a letter that I have just received from Whitehouse, Church, Newberry & Roehr being a statement of their qualifications to act as architects for the proposed State Highway Department Office Building. The letter is submitted in triplicate that you may hand a copy to each of the other Commissioners if you so desire.

This is the only letter I have received to date in response to my inquiry.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:ec
Encls.

P. S. - Since dictating this letter, Mr. Frederick Eley has filed his statement of qualification with me, and I enclose three copies of his letter and the material attached to it.

H.H.G.

AGENDA
SEP 3 1948
4-p

September 2, 1948

Whitehouse, Church, Newberry & Roehr
Builders Exchange Building
320 S. W. Stark Street
Portland 4, Oregon

Gentlemen:

Some time ago you wrote the State Highway Commission regarding the employment of your services for the architectural work in connection with the proposed State Highway Office Building here in Salem.

The Commission has not as yet reached a decision whether or not to proceed with the construction of this building; however, that the members of the Commission may have knowledge of your qualifications when the matter again comes up for discussion, I have been requested to suggest to you, in acknowledging your communication, that you present to the Commission, in writing, a statement of your qualifications which, incidentally, should include an outline of your experience on similar types of buildings, the architectural fee that you would expect to receive for your services and the service you would render for such fee, and any additional data which you may wish to include in your letter that would be helpful to the Commission in the selection of someone to handle the architectural work involved.

Your courtesy in forwarding such a statement so as to reach me not later than Friday of next week, September 10, will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HSD:ec

cc - Mr. T. H. Banfield

SYC

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FOR FILING

4-P
Sept. 13, 48

WHITEHOUSE-CHURCH-NEWBERRY-&-ROEHR
ARCHITECTS-320-SOUTHWEST-STARK-STREET
PORTLAND-4-OREGON-TELEPHONE-AT-1557

September 8, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 2, 1948 requesting submission of a statement of our qualifications for the consideration of the Commission in selecting an architect for the proposed State Highway Office Building in Salem, Oregon. We are pleased to submit the following information:

The firm is composed of Walter E. Church, Earl P. Newberry and Frank Roehr. All three members were partners of the late Morris H. Whitehouse and have been working together since 1929 except for a period of war service. All are graduates of well known architectural schools, are registered architects, and have had experience in other well known offices before joining Mr. Whitehouse's staff. All have studied and traveled in this country. Some have had additional travel and study abroad. Additional information about each member is noted in the supplemental data inclosed herewith.

Also included in the supplemental data is a list of some of the buildings for which this firm or its predecessors were architects and on which buildings one or more of the present firm members colaborated. Included in this list are the following buildings for the State of Oregon:

State Capitol Building - Trowbridge & Livingston and Francis Keally, Architects. Whitehouse & Church, Oregon Associate Architects.
State Library Building - Whitehouse & Church, Architects
New State Office Building - (under construction) Whitehouse, Church, Newberry & Roehr, Architects.
State Heating Plant - Whitehouse & Church, Architects
Remodelling interior State Supreme Court Building - Whitehouse & Church, Architects.

The first three buildings listed - Capitol, Library and New Office Building - are all part of the State Capitol group. The proposed State Highway Building would also become a part of this group.

We feel that we are in a position to be of real service to the Commission, should we be selected as the Architect for their new building, for the following reasons:

1. One of the major problems in designing a new building which will become part of the Capitol group will be to keep it harmonious with the existing buildings while making it as completely practical

ACKNOWLEDGED
H. B. GLAISYER

5-+C

as possible in its plan arrangement and operation, as required by the users of the building. This also involves making the building of such a height that it does not overpower the other buildings in the group. Our experience in handling this problem on the present buildings should be of real value in designing the proposed structure.

2. Our knowledge of the site conditions, grade relationships of all the buildings, soil conditions, location of service facilities, and other technical data gathered thru experience with the other buildings should also be of assistance.

3. The New State Office Building now under construction is costing only $9.93 per square foot, and 70¢ per cu. ft., although it has marble exterior and bronze sash to conform to the other buildings in the group. This price we feel is remarkably low for that type of building under present conditions. The low bid was about $200,000.00 under the estimated cost and the sum available. This low cost was achieved, in part, by long study given to possible ways of economizing without harming either the exterior design or practical layout, or unduly increasing maintenance costs. This knowledge should be of great assistance in keeping the cost of a new building to a practical minimum.

In addition to the above noted State buildings we have also had experience on the new Federal Building and Court House in Portland, for which Morris H. Whitehouse and Associates were the Architects. At the present time our firm of Whitehouse, Church, Newberry and Roehr are the Architects for the Lincoln building (the remodelled Weinhard building) in Portland. The north half is completed and occupied by the Veteran's Administration and the South half when completed will be taken over by the Pacific Telephone & Telegraph Co. This building will have the largest amount of rentable area in Portland when finished.

In reference to our services and the fee therefor, we furnish the usual services as outlined in the standard form of contract between Owner and Architect issued by the American Institute of Architects, of which we all are members. These services include necessary conferences, preparation of preliminary studies, working drawings, specifications, large scale and full size detail drawings; the drafting of forms of proposals and contracts; the issuance of certificates of payment; the keeping of accounts, the general administration of the business and supervision of the work which includes trips by firm members to the job at stated intervals and as necessary. A clerk-of-the-works could be employed by the Owner if so desired. We, the architects, would pay for the services of the heating, ventilating, mechanical, structural and electrical engineers and those who do our work are the best available and outstanding in their fields. Our staff and facilities for executing such a commission are adequate.

Our fee for the above services is the usual 6% paid by the State. Our contract with the Board of Control on the New State Office Building at Salem, is on the basis as outlined above except that the fee was reduced after the first $1,000,000.00 of cost on all Architects contracts where drafting had been performed before the sharp rise in prices occurred. As this proposed building would be designed under current price conditions with their increased production costs the reduction as noted would not be applicable. The Architects fee on both the Capitol and State Library was on a 6% basis. Marion County and the City of Portland likewise pay the 6% fees.

If there is any further information about our qualifications which you might desire please let us know.

Respectfully yours,

WHITEHOUSE CHURCH NEWBERRY & ROEHR

By Walter E. Church.
Walter E. Church

WEC:am
Incls.

RECEIVED
SEP 9 1948
OREGON
STATE HIGHWAY COMMISSION

Frank Roehr

Born - January 3, 1899, Portland, Oregon
Education - Portland Grade Schools
Graduated Washington High School
Studied Mechanical Engineering at Oregon State College and Architecture at University of Oregon graduating in 1927 with B.S. in Architecture
Licensed Architect State of Oregon
Experience - 1925-1926 Employed by Lloyd Terrill, Architect, Eugene, Oregon
1927-1929 Draftsman - Albert Doyle, Portland
1929-1939 Drafting superintendance, specifications, design Whitehouse & Associates, Whitehouse, Stanton and Church, Whitehouse & Church
1939-1941 Partner - Whitehouse & Church - general architectural practice
1941 - Partner - Whitehouse, Church, Newberry & Roehr in general architectural practice
1942-1944 (War years) - associated with M.H. Whitehouse for Guilds Lake and Veneta Housing Projects; Bagley Downs, Burton Homes, Fruit Valley, McLoughlin Heights Elementary Schools and Ogden Meadows Junior High School; alteration for Red Cross Headquarters, Portland
1944 to date - Partner Whitehouse, Church, Newberry & Roehr in General architectural practice
Officers Training 1918
Married - One daughter

Partial List of Buildings

September 1948

New Oregon State Office Building, Salem (under construction) Whitehouse, Church, Newberry & Roehr, Architects
Approximate cost $1,670,000.00

Oregon State Library, Salem (1938@1939) Whitehouse & Church, Architects
Approximate cost, with furnishings $850,000.00

Oregon State Capitol Building, Salem (1936-1938) Trowbridge & Livingston and Francis Keally, New York, designing Architects. Whitehouse & Church, Oregon Associate Architects in charge of administration and supervision. Approximate cost $2,500,000.00.

Oregon State Heating Plant, Salem (1939-1940) Approximate cost $250,000.00.

Oregon Supreme Court Building (1935-1939) Whitehouse & Church, Architects
Remodel interior and acoustical work in Court Room.

United States Federal Building, Court House and Post Office, Portland (1930-1931) Morris H. Whitehouse & Associates, Architects
Approximate cost $1,126,000.00.

Barnes General Hospital, Vancouver Barracks (1941) - Cantonment type hospital for Army. Whitehouse & Church, Architects-Engineers in charge of adaptation of Government plans to site; design and supervision of all utilities (sewer, water, electrical and gas) and general supervision of construction.
Approximate cost $1,250,000.00.

Lincoln Building (remodelled Weinhard Building), Portland. (North half block completed 1948, South half block under construction) Whitehouse, Church, Newberry & Roehr, Architects.
Approximate cost $2,500,000.00.

Five Buildings for Pacific Telephone & Telegraph Co. Three in Portland and one each in Medford and Roseburg. (Some completed this year, some under construction) Whitehouse, Church, Newberry & Roehr, Architects
Total cost over $1,000,000.00.

Other Buildings:

Schools - In Corvallis, Tigard, Vancouver, Washington, Riverdale, Three in Portland (additions to Duniway and Lane and new twenty room school)

Clubs - Remodelling Multnomah Athletic Club - Aero Club

Churches - First Presbyterian, Salem - Sixth Church of Christ, Scientist, Portland - First Baptist Church (addition) Portland.

Banks - Stores - Automotive - Restaurants - Doctor's Clinics - Warehouses - Offices - Shops - Fraternities - Residences - etc.

Earl P. Newberry

Born - August 19, 1901 - Denver, Colo.
Education - Portland Public Schools
Graduated U. of Wash. 1925 - B. of Arch.
Licensed - State of Oregon and Washington
Experience - 1922 - 1924 draftsman for the following Seattle Architects while attending college and summer vacations:
Lister Holmes, D. Huntington, W.E. Dwyer
1924-1925 - Designer and draftsman for Ertz and Burns, Portland, Ore.
1925-1939 - Chief draftsman-designer-supt. specification for Morris H. Whitehouse, Portland, Oregon
1939-1942 - Partner in firm of Whitehouse and Church - General Arch. practice
1942-1943 - On leave of absence from Whitehouse and Church - loaned to U.S. Army Engineer as a supervisor of design and Conservation officer for Army Installations throughout the Pacific Northwest
1942 to March 1944 - Senior Architect for U.S. Army Engineers at Seattle, Wash. In charge of design for all Army installation in Northwest and Montana. Approx. 40 million dollars worth of construction
March 1944 to date - returned from Army Engineers Office to present firm of Whitehouse, Church, Newberry and Roehr to continue a general arch. practice.

Married

Walter E. Church

Born - Boston, Mass. October 30, 1893
Lived in Oregon since 1905
Stepfather was late P. L. Campbell, Pres. U. of O. 1902 until death in 1925
Education - Grade schools in San Francisco, Calif. and Eugene, Oregon
Graduated Eugene High School
" University of Oregon - B.A. 1916
" " " B. Arch. 1917
" Mass. Inst. of Tech. M. Arch. 1921
Foreign Travel - England, France 1918 - 1919 (A.E.F.)
England, France, Italy 1920 - study of Arch.
France 1926 - study of Arch.
Arch. Experience - Office of Lawrence & Holford - Eugene-Summer 1914-draftsman
Office of Lawrence & Holford - Portland Summer-1916 draftsman
Office of G. Albert Lansburg, San Francisco 1921 - draftsman
Office of Geo. W. Kelham, San Francisco 1922-25 incl. draftsman and job captain
Office of Morris H. Whitehouse, Portland 1927-29 - design
Office of Morris H. Whitehouse & Assoc., Portland 1929-32 - Partner
Whitehouse, Stanton & Church 1932-35 - partner
Whitehouse & Church 1935-41 partner
Whitehouse, Church, Newberry & Roehr 1941 to date - partner
Licensed - California 1925; Oregon 1926
Military Experience - Enlisted as private in 2nd Co. C.A.C. Oregon National Guard 1917. The Co. became part of 65th Art. C.A.C. Served overseas in A.E.F. 1918-1919. Discharged 1919 as Master Gunner. Volunteered for active duty Jan. 12, 1942. Given the commission of Major, Corps of Engineers May, 1942. Promoted to Lt. Col. C.E. April, 1944. Serving with Headquarters Ninth Service Command with station in Portland, Oregon as Regional Utilities Supervisor for states of Oregon, Washington, Idaho and Montana in connection with maintenance and repairs on all military posts, camps, air fields, ports and other installations in this region.
Married - three sons.

RECEIVED
JAN 25 19
FOR FILING
24-3451
3250

September 2, 1948

Frederick H. Eley, Architect
586 N. 15th Street
Salem, Oregon

Dear Mr. Eley:

Some time ago you wrote the State Highway Commission regarding the employment of your services for the architectural work in connection with the proposed State Highway Office Building here in Salem.

The Commission had not as yet reached a decision whether or not to proceed with the construction of this building; however, that the members of the Commission may have knowledge of your qualifications when the matter again comes up for discussion, I have been requested to suggest to you, in acknowledging your communication, that you present to the Commission, in writing, a statement of your qualifications which, incidentally, should include an outline of your experience on similar types of buildings, the architectural fee that you would expect to receive for your services and the service you would render for such fee, and any additional data which you may wish to include in your letter that would be helpful to the Commission in the selection of someone to handle the architectural work involved.

Your courtesy in forwarding such a statement so as to reach me not later than Friday of next week, September 10, will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HMB:ee

cc - Mr. T. H. Banfield

TELEPHONE 6566

FREDERICK H. ELEY
ARCHITECT

586 NORTH 15TH STREET
SALEM, OREGON

Oregon State Highway Commission
Salem, Oregon

September 9, 1948

Gentlemen;-

Relative to your letter of the 2nd inst. and mine to you of November 30, 1947, the following is a list of some of the larger buildings which have been planned and construction supervised by our office. These of course were all erected previous to present high prices, in fact most of them were constructed during the period of very low prices, so the actual costs as stated should be at least doubled and some probably tripled as a comparison to what they would cost today. The test of ability however is rather results secured for an owner, both in efficiency and economy of cost, than the size and cost of a building; and a larger building does not necessarilly embody any additional problems. Am enclosing copies of a few of the several letters which I have on file from satisfied clients and executives relative to my work.

Federal Work:	Anaheim Post Office	85000.00	1934
State of Calif:	Spadra Hospital; New Ward Bldg. etc.	65000.00	1930
Orange County, Calif:	County Hospital Group	160000.00	1914-37
	Juvenile Detention Home	80000.00	1924
	Buildings at County Park	57000.00	1926-28
Santa Ana, Calif:	Y.M.C.A. Building	250000.00	1924
	Lathrop Junior High School Bldgs.	236000.00	1923
	Gymnasium & Plunge; High School	114000.00	1926
	Grade School Buildings	650000.00	1922-36
	Baptist Church	55000.00	1920
	Ebell Clubhouse	65000.00	1930
	C.F.Smith Store & Office Bldg.	50000.00	1926
Garden Grove High School, Reconstruction & Additiions		140000.00	1932-36
Huntington Beach School: Gymnasium & Plunge Bldg.		93000.00	1931
Anaheim Masonic Temple		45000.00	1920

Several other buildings could be mentioned, entirely exclusive of residential work, planned during these years through my office, but the above are representative. Of these buildings the Santa Ana Y.M.C.A. and the Administration Bldg. at the County Hospital, also a portion of the Detention Home, are of reinforced concrete construction throughout; also each has been very favorably mentioned on several occasions. Th enclosed letters will be some little evidence in such regard.

Relative to Fee: would expect the usual standard fee of 6% of the total cost of completed structure, for full architectural services. This would include all preliminary planning, working drawings and specifications, structural and mechanical engineering fees, and architectural supervision of construction.

Will be glad to give any further information which may be desired.

Trusting to receive your favorable consideration,

Respectfully Yours

Frederick H. Eley

Frederick H. Eley

8 encl.

TELEPHONE 6566

FREDERICK H. ELEY
ARCHITECT

586 NORTH 15TH STREET
SALEM, OREGON

COPIES OF LETTERS, originals on file in office

C. H. CHAPMAN. Lumber, Millwork, etc.

---------- Some years ago I was a member of the building committee when our local Y.M.C.A. was built, of which Mr. Eley was the architect, and I was also a member of our County Board of Supervisors when he was the architect for the new Contagious Ward building at our County Hospital; he having also been the architect for the original group of buildings. During the construction of both these buildings, as well as that of my own home, I was closely in touch with his methods of dealing with the various contractors on the work and their reaction to him relative to the work of their contracts.

I have always found him strictly fair in his dealings with such contractors, also essentially fair to both the owner and the contractor when any matter of dispute has arisen during the course of the work. His knowledge of the various types of construction with their many details incidental to the work of the several sub-contracts is well known in this territory, where he has firmly established an enviable reputation for his integrity of character and a thorough knowledge of his profession. I have every confidence in recommending Mr. Eley to your favorable consideration where any knowledge of architecture or construction is required.

(Signed) C. H. Chapman

****

HUNTINGTON BEACH SCHOOL DISTRICT, CALIF.

Now that the gymnasium building of this school system, which building you planned, has been in operation a little better than a year, I have wanted to write you this letter of sincere appreciation from the standpoint of an administrator of these schools. This building has proven its excellence already in many ways. Chiefly I believe we have found that it is sturdy, roomy, handy of access to various points, and withal beautiful of interior and general construction. Surely you deserve great credit for the construction of a building such as this.

Visitors from the State Department of Education and strangers have unanimously praised its arrangement. We feel that we are especially privileged in having a building so built to our uses. I wonder if there is another gymnasium and plunge building like it in Southern California, or anywhere.

(signed) C. B. Baldwin, District Superintendent

****

FARMERS & MERCHANTS SAVINGS BANK: SANTA ANA? CALIF.

---------- Mr. Eley was architect for the Santa Ana Board of Education, of which I was president for four years, and during that time he prepared plans for numerous schools which we built and his work in all cases was entirely satisfactory. I believe Mr. Eley to be an architect of the highest standing and I know him to be a man of splendid character and reputation. I feel sure that any work entrusted to him will be taken care of in a manner entirely satisfactory to those employing him.

(signed) Alex Brownridge, Cashier

****

TELEPHONE 6566

FREDERICK H. ELEY
ARCHITECT

586 NORTH 15TH STREET
SALEM, OREGON

COPIES OF LETTERS originals on file in office

State of California
Board of Charities and Corrections

---------- I wish to thank you for your kindness in the consideration of the proposed changes and your promptness in making them in your drawings. This indicates a spirit of co-operation on the part of the architect which we are glad to see.

---------- We are very glad to see that you are building this building with the idea of future development and that the hospital is so constructed as to conform to a larger general plan of extension. This is a wise provision to make.

The general block plan is very well arranged and when completed will give a very convenient hospital plant. The design seems unique and is a new arrangement to us.

We wish to thank you for your kindness in this matter and for your hearty co-operation. The proposed changes when incorporated into the building will give you a very good hospital and one for efficient service.

(signed) F. T. Herrick, Chief Clerk

****

Y.M.C.A. Building. Santa Ana, Calif.

---------- Mr. Eley was our architect on our building in Santa Ana, and in our work together on that project I came to realize his fine ability and his capacity for money spent in building buy its full worth. His understanding of the problems of construction and arrangement, added to his experience and training in design, makes him exceptionally useful on the more complicated sort of building problems. He has had quite extensive experience in designing gymnasium equipment, and I know he thoroughly understands what is involved.

One of the characteristics of Mr. Eley which I particularly appreciate is his habit of putting himself into his client's place in all matters relating to the building in hand. I have found him to be as jealous of the interests of the client as though every dollar spent were coming out of his own pocket. This makes his services of rather unusual quality and value.

Out of a good many years of experience with architects, I say without hesitation that Mr. Eley is one of the most competent and satisfactory men of his profession that I have ever worked with, and I am convinced that your school and community will profit in no small degree if you engage him to design and carry through to completion the present project. I can recommend him in the highest terms.

(signed) R. C. Smedley, General Secretary

****

State of California, Department of Educations

Letter to Mr. Baldwin, Superintendent of Schools, Huntington Beach

---------- -I visited last Monday the new physical education plant for the elementary schools in Huntington Beach.

I wish to take this opportunity to congratulate you and all those who had a part in making this splendid plant available. It provided by far the best indoor facilities in physical education for elementary children of any I have seen in the State of California. (signed) N. P. Neilson, Chief, Division of Health & Physical Ed

TELEPHONE 6566

FREDERICK H. ELEY
ARCHITECT

586 NORTH 15TH STREET
SALEM, OREGON

WORK IN OREGON since opening our office in 1937

Swegle School Addition	24000.00	
Keizer School Main Building	50000.00)	
Additions now under construction	136065.00)	
Fairview Home: residences, etc.	40000.00	
Corvallis High School: Shops	10000.00	
Stamm Store & Apartment Bldg.	35000.00	
Salem Congregational Church	48000.00	(1940)
Shrock Garage Bldg, Salem	75000.00	
Addition now being figured	45000.00	estimated
Nelson Garage Bldg, Salem	32000.00	

Several residences

Work now in office

First Methodist Church, Oregon City	150000.00	estimated
Fitst Evangelical Church, Albany	135000.00	estimated

RECEIVED
JAN 25 19[illegible]
FOR FILING

24-3451
0250

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

September 1, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herbert:

I am enclosing a suggested letter which you might write to the architects who have written the Commission inquiring regarding employment as architects on the proposed new State Highway office building. These are as follows:

Glenn Stanton, Architect
Concord Building
208 S. W. Stark Street
Portland 4, Oregon

Frederick H. Eley, Architect
586 N. 15th Street
Salem, Oregon

Hollis Johnston, Architect
208 S. W. Stark Street
Portland 4, Oregon

This letter is only a suggestion and covers the outline. You can reshape and rephrase it to suit yourself. However, we do not want to invite them before the Commission, especially at this time, so phrase the letter accordingly.

Yours very truly,

T. H. BANFIELD
Chairman

THB:eja
enclosure

P.S. Also: Whitehouse, Church, Newberry & Roehr
Builders Exchange Building
320 S. W. StarkStreet
Portland 4, Oregon

RECEIVED
SEP 2 1948
OREGON
STATE HIGHWAY COMMISSION

Dear Mr. ——:

Some time ago you wrote the Highway Commission regarding their employing your services for the architectural work on the proposed new State Highway office building at Salem, Oregon.

To date the Commission has not decided whether or not to proceed with the new structure. However, in answer to your letter, they have asked me to write you and suggest that you present in writing your qualifications and experience on similar types of buildings; your architectural fee for this type of work and what services this fee includes; and any other additional data you may wish to send or include in your letter.

Yours very truly,

RECEIVED
SEP 2 1948
OREGON
STATE HIGHWAY COMMISSION

Some time ago you wrote the State Highway Commission regarding the employment of your services for the architectural work in connection with the proposed State Highway Office Building here in Salem.

The Commission has not as yet reached a decision whether or not to proceed with the construction of this Building; However, that the members of the Commission may have knowledge of your qualifications when the matter again comes up for discussion, I have been requested to request to you, in acknowledging your communication, that you present to the Commission in writing, a statement of your qualifications which, incidentally, should include an outline of your experience on similar types of buildings; the architectural fee that you would expect to receive for your services and also the service you would render for such fee; and any additional data which you may wish to include in your letter that would be helpful to the Commission in the selection of someone to handle the architectural work involved. Your courtesy in forwarding such statement so as to reach me not later than Friday of next week, Sept 10, will be appreciated.

Respectfully yours

RECEIVED
JAN 23
FOR FILING

24-3451

32570

August 31, 1948

T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 450
Portland 7, Oregon

Dear Mr. Banfield:

Responding to your telephone request, I am listing below the names of the architects who wish to be considered as the official architect to prepare plans for the proposed State Highway Department Office Building here in Salem.

The files have been carefully searched for additional names, but none can be found. The Salem architect I had in mind was Mr. Eley whose written application was forwarded to you on December 11, 1947, and you in turn sent it to me for filing.

Frederick B. Eley, Architect
586 N. 15th Street
Salem, Oregon

Hollis Johnston, Architect
208 S. W. Stark Street
Portland 4, Oregon

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ee

FEB 10 1948
FOR FILING
Court
Capitol
Building

(WOA)

Agenda Item 5
November 24 and 25, 1947

Salem, Oregon
December 16, 1947

Mr. R. H. Baldock

Attached are copies of two letters, one from Mr. Frederick H. Eley, Salem, and the other from Hollis Johnston, Portland, both architects, who desire to be considered in connection with the rendering of architectural services in connection with the proposed State Highway Department Office Building.

These letters were presented to the State Highway Commission at its last meeting, and I was instructed to reply that the Commission has not decided what it intends to do about this matter but will consider their applications at the proper time.

I thought you would like to have these letters when the matter comes up again for consideration.

Secretary

HHG:ec 12/17
Attchs.

RECEIVED
DEC 19 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1947

Capitol Projects Buildings

SUBJECT:

To:

Mr. R. H. Baldock

NOTED

Attached are copies of two letters, one from Mr. Frederick H. Eley, Salem, and the other from Hollis Johnston, Portland, both architects, who desire to be considered in connection with the rendering of architectural services in connection with the proposed State Highway Department Office Building.

These letters were presented to the State Highway Commission at its last meeting, and I was instructed to reply that the Commission has not decided what it intends to do about this matter but will consider their applications at the proper time.

I thought you would like to have these letters when the matter comes up again for consideration.

H H Seavey Jr

Secretary

HBG:eo 12/17
Attchs.

Agenda Item 5b
November 24 and 25, 1947

December 16, 1947

Mr. Frederick M. Eley
Architect
536 North 15th Street
Salem, Oregon

Dear Mr. Eley:

Reference is made to your letter of November 20, 1947, offering your services to the State Highway Commission in connection with the design and construction of the proposed State Highway Department Building.

I presented your letter to the State Highway Commission at its last meeting and was instructed to inform you that the Commission has not decided what it intends to do with respect to this matter; however, your letter is being placed on file for consideration when this particular feature comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec 12/17

P. S. - The above information is to confirm the oral information I gave you some time ago.

H.B.G.

R 12/11/47

as F.I.S. - acknowledged by letter to Mr. Burgess

Agenda Item #b
November 24 and 25, 1947

December 16, 1947

Mr. Hollis Johnston, Architect
208 S. W. Stark Street
Portland 4, Oregon

Dear Mr. Johnston:

Reference is made to your letter of November 4, 1947, directed to Mr. T. H. Banfield, Chairman of the State Highway Commission, in which you request the privilege of presenting your qualifications to the Highway Commission for consideration in its selection of an architect to design the proposed State Highway Department Office Building in Salem.

Your letter had the attention of the State Highway Commission at its last meeting, and I was instructed to inform you that the Commission has not decided what it intends to do with respect to construction of this building and its architectural design. The Commission will be pleased, however, to give your request due consideration when the matter comes up again for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec 12/17

Send to Lee -

TELEPHONE 6566

FREDERICK H. ELEY
ARCHITECT

586 NORTH 15TH STREET
SALEM, OREGON

Mr. T. H. Banfield, Chairman
State Highway Commission
Portland, Oregon

December 11, 1947

Dear Sir;-

Relative to the new office building now being contemplated by your Board of Highway Commissioners, and having already made formal application by letter for favorable consideration when action is taken on the selection of your architect, I thought that possibly you might like to meet me personally before that time.

Being in Portland yesterday I took the occasion to contact your office, but found unfortunately that you were out of town.

In all probability I will be in Portland again within the next week or so, but will be glad to come up and meet with you at any time at your convenience if you would so advise me.

Anticipating the privilege of such a meeting in the very near future,

Very truly yours
Frederick H. Eley
Frederick H. Eley

acknowledged on P.P.S. in my ecth & Mr Eley of Dec. 16, 47. DHS

TELEPHONE 6566

FREDERICK H. ELEY
ARCHITECT

586 NORTH 15TH STREET
SALEM, OREGON

The Board of Highway Commissioners
State of Oregon.

November 20, 1947

Gentlemen;-

Relative to your proposed new Office Building and our understanding that its architectural services will be awarded to an office outside of your own engineering staff, we respectfully request that our office be given due consideration for such services. Due to tne location of our office in Salem, we consider that we can keep in closer contact with the various departments of your organization than can an office furtner removed. This will be of especial advantage during the important period of working out the best possible arrangement for allocation of space consistent with design and engineering requirements in the preliminary stages of tne work.

It has always been the policy in our office that I retain my personal contact with all the important matters of design and construction, engaging outside specialized services for the detail work of the structural and mechanical engineering when such are desirable. This personal contact has somewhat limited the size of my office organization as I found in my earlier years of practice that, when maintaining a larger office force, I had either to limit my practice or lose the personal contact with my work. This policy however has given me much more personal satisfaction with tne results of my work as well as more satisfied clients, so I consider it well justified.

Several years ago, when the State of California was engaged on quite an extensive construction program, the work was rather more than their department of Public Works could effectively handle. Seven architects in private practice throughout the entire state were selected to help out in this program and I was one of those selected. I had no knowledge of this program until I was notified of my appointment, which I found was due to a recommendation by Mr. P. A. Stanton of the California State Highway Commission for whom I had just completed a $75000.00 residence (1931). Would also mention the Santa Ana Y.M.C.A. a $250000.00 reinforced concrete structure, built a few years previous, which was entirely undamaged in the 1933 earthquake, while directly across the street an annex to the County Courthouse, built at the same time by the same contractor -- but with another architect -- cost over $24000.00 to repair. Our office had also constructed a Junior H. School Bldg, a Gymnasium and Plunge Bldg for the Senior H. School, also several other school buildings in the earthquake zone, all of which were either entirely undamaged or required only superficial

repairs, whereas so many other buildings had to be entirely torn down. These and many others which could be mentioned are, I consider, evidence of the better results secured by giving personal attention to my work.

In 1941 we were given the architectural work for the new residences at the Fairview Home, for which an entirely inadequate amount had been allocated. By making use of W.P.A. funds for some of the work and using labor of the inmates of the Institution for other portions of the work, we were able to obtain the required results with the funds available, even although the work of our office was approximately trebled due to the necessary procedures entailed by the use of these means. We quote this simply as an example of our desire to always work for the best interests of a project rather than the financial returns to ourselves.

One feature of my work which is always given special consideration is the Main Entrance, both in its exterior aspects and the interior Foyer or Rotunda, this being the place where a visitor receives first impressions. In a public building this is particularly true as an entrance which fails to indicate the dignity of the State or the purpose of the building tends to cause an unfavorable reaction on those using the building. An impressive and purposeful entrance requires very little if any more space than one inadequately designed and its correlation with the other requirements of the building is simply a matter for an experienced planner to work out.

Trusting that we may receive your favorable consideration in this matter,

Respectfully yours

Frederick H. Eley

Frederick H. Eley

FHE/HG

FREDERICK H. ELEY
Architect

COPY

586 North 15th Street
Salem, Oregon

The Board of Highway Commissioners
State of Oregon.

November 20, 1947

Gentlemen;-

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Trusting that we may receive your favorable consideration in this matter,

Respectfully yours

/s/ FREDERICK H. ELEY

Frederick H. Eley

COPY

FHE/HG

AGENDA
NOV 14 1947
5-L

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

November 10, 1947

COPY

Mr. Hollis Johnston, Architect
208 S. W. Stark Street
Portland, Oregon

Dear Mr. Johnston:

Thank you for your letter of November 4, in reference to the State Highway Commission office building to be erected in Salem.

I will be pleased to bring your letter to the attention of the State Highway Commission at our next meeting.

Yours very truly,

T. H. BANFIELD
Chairman

THB:eja

cc: Mr. H.B. Glaisyer
with Mr. Johnston's original letter

RECEIVED
NOV 11 1947
OREGON
STATE HIGHWAY COMMISSION

11

HOLLIS JOHNSTON
ARCHITECT
PORTLAND OREGON

208 S. W. Stark Street

November 4, 1947

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
4784 S. E. 17th Avenue
Portland, Oregon

Dear Mr. Banfield:

In reference to the State Highway Commission office building projected in the State Capitol group in Salem.

My organization is particularly interested in this important program. May we have the privilege of presenting our qualifications to your Board with the aim of winning this architectural assignment.

Very truly yours,

Hollis Johnston

HJ EW

Send to Mr. Pearson,

HOLLIS JOHNSTON
Architect
Portland Oregon

208 S. W. Stark Street

November 4, 1947

COPY

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
4784 S. E. 17th Avenue
Portland, Oregon

Dear Mr. Banfield:

In reference to the State Highway Commission office building projected in the State Capitol group in Salem.

My organization is particularly interested in this important program. May we have the privilege of presenting our qualifications to your Board with the aim of winning this arthitectural assignment.

Very truly yours,

/s/ HOLLIS JOHNSTON

Hollis Johnston

HJ EW

Send to Mr. Glaisyer

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JUL 19 1948
FOR FILING

24-3467
1-3250

Salem, Oregon
July 15, 1948

Mr. E. A. Collier
Maintenance Engineer

At the Commission meeting held June 28, 1948, the Commission rejected the one and only bid submitted, in the amount of $10,300, to construct an addition to the Coquille office building, No. 1563-A. The Highway Commission authorized the Engineer to construct the addition to the building with state forces at the Engineer's estimate plus ten per cent, as follows:

Engineer's estimate	$7,500
10% for engineering and contingencies	750
Total project authorization	$8,250

W. W. Stauffer

WWS/ew
cc M. M. Hendee

RECEIVED
JUL 8 1949
FOR FILING

AGENDA
JUN 28 1948
3.m

T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

24-3451
3-30

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 11, 1948

Oregon State Highway Commission

Gentlemen:

Pursuant to your instructions, I am rendering the following report on the proposed new Highway Office Building at Salem and am submitting a suggested general plan for such building, together with charts and tables showing the Department's space requirements.

Two general plans are suggested: a four-story building with full basement, a building which we estimate will be adequate to meet the needs of the Department for about 20 years; or a five-story building, which, in addition to making a more impressive appearance, would take care of another 15 years of department growth. Thinking that the Commission may prefer the five-story building, cost figures will be given for the five-story structure as well as for the four-story structure.

Construction Cost:

General information relating to the proposed building is as follows:

	4-story Bldg.	5-story Bldg.
Outside dimensions	149' x 204'	149' x 204'
Ground area	23,602 sq.ft.	23,602 sq. ft.
Gross floor space (including basement)	118,010 sq.ft.	141,612 sq. ft.
Net floor space (including basement)	83,777 sq.ft.	101,377 sq. ft.
Unit cost used in estimating cost of building (cost per sq. ft. of gross floor space)	$11.00	$10.50
Estimated total initial cost:		
Building	$1,298,110	$1,486,926
Architect's fee (6%)	77,865	89,215
Site	250,000	250,000
Landscaping	15,000	15,000
Street and parking area	16,000	16,000
	$1,656,975	$1,857,141

I. R.

The new State Office Building for which the Board of Control recently contracted is to be a five-story, marble-exterior building with a gross floor area of 170,772 square feet, including basement. The contract price for that building is $1,669,905, or $9.77 per square foot of gross floor area. The five-story Highway Building is quite comparable with the State Office Building referred to except that it has a proportionately greater length of outside wall. Taking this into consideration, we have estimated the cost of the five-story Highway Building at $10.50 per square foot.

The unit cost of a four-story building will run higher than that of a five-story building due to the lesser amount of floor space over which to distribute the cost of roof, foundations, elevators, etc. With that taken into consideration, we have estimated the cost of the four-story building at $11.00 per square foot.

Per Month Cost:

With the initial cost of the building and grounds amortized at 2 per cent over a period of 50 years, the per month cost of the facility is estimated as follows:

	4-story Bldg.	5-story Bldg.
Capital cost amortized (2% for 50 years)	$4,394	$4,925
Operation cost:		
Pay roll (janitors, elevator operators, etc.)	2,925	3,315
Heat, power, water, supplies and miscellaneous	1,465	1,755
Maintenance cost	270	320
Total monthly cost	$9,059	$10,315

Figured on a per square foot basis, inclusive of basement, the monthly cost of the building, including cost of operation and maintenance, would be:

	4-story Bldg.	5-story Bldg.
Per sq. ft. of gross floor area	7.7¢	7.3¢
Per sq. ft. of net usable floor area	10.8¢	10.2¢
Per sq. ft. of presently assigned floor area	13.0¢	14.9¢

Space in the other state buildings is rented and space in the new State Office Building will be rented at 8¢ per square foot, which is based upon amortization of first cost only, the provision for maintenance

and upkeep being made by special appropriation by the legislature. In the case of the Highway Building rental costs include all charges. The charge for amortization alone would reduce the rental rate about one third of the amounts above listed. It may be difficult to rent to an outside state department at more than 6¢ per square foot.

Prospect of Renting Unassigned Space:

In the four-story building, usable floor area exceeds the amount initially assigned to divisions of the Highway Department by 14,382 square feet.

In the five-story building, usable floor area exceeds the amount initially assigned by 31,982 square feet.

The prospect of being able to rent any part of the excess space to other state departments during the next few years is not good, as the housing needs of those other departments should be satisfied for several years by the construction of the new State Office Building and the vacation by the Highway Department of 25,000 square feet of space in the old State Office Building. However, there should be a demand for space in perhaps five years or at least after about 1960, and if a five-story structure is built it should be possible to then rent one floor (16,000 square feet) for at least ten years. At 6¢ per square foot per month this would bring in $172,800, of which $85,000 would be available to apply on capital cost.

Financing:

Assuming that the initial cost of the new building is to be financed by a bond issue, it is suggested that the period over which the bonds are to run be fixed at 35 years. The loan under which the new State Office Building is to be built is to run for 35 years and that appears to be a reasonable length of time for a building of the type proposed. Fifty years is, in my opinion, a proper period for amortization purposes, but is too long as a period over which to extend a loan.

My idea with reference to a 35-year bond plan is to have the initial issue extend over a period of 20 years, with 1/20th of the bonds maturing each year. Refunding bonds would then be sold at intervals as required to extend the payments over a total of 35 years.

Assuming that bonds may be sold with interest at two per cent, the annual totals of principal and interest payments for the four-story building would average $64,000 with a maximum of $119,500. For the five-story building, the average would be $72,000 and the maximum $130,000.

Extra Cost of Five-story Building:

From the foregoing, the following deduction may be made as to the probable extra cost of a five-story building as compared with the cost of a four-story structure:

Extra cost in initial construction	$200,000
Interest on extra bonds required	70,000
	$270,000
Less credit from prospective rental collections, 1960-1970	85,000
Net extra cost of fifth floor	$185,000

As each full floor of space in the four-story building will cost (including bond interest) $340,000, the purchase of an additional floor for $185,000 could well prove to be a very good investment even though the added space is not needed for 20 years. The depreciated value of a fifth floor at the end of twenty years would be about $240,000 (figuring 75 years total life). The worth, at that time, of a present investment of $185,000 (at 2 per cent) would be $230,000, which is roughly the same as the depreciated value of the fifth floor and certainly much less than will be required to provide equivalent additional space 20 years hence. A fifth floor would be of considerable additional value and advantage in that it would enable the Department to hold all of its supervisory divisions together in one building for 35 years instead of only 20 years as will be the case if a four-story building is constructed.

Recommendation:

In view of the situation as above analyzed, my recommendation to the Commission is that the five-story building be constructed. I would further recommend that the Commission favorably consider engaging an architect for the drawing of complete plans and the preparation of cost estimates. The Engineering Department will work closely with the architect to the end that the space is utilized so as to gain maximum efficiency in the operation of the State Highway Department.

This matter will appear on the agenda.

Very truly yours,

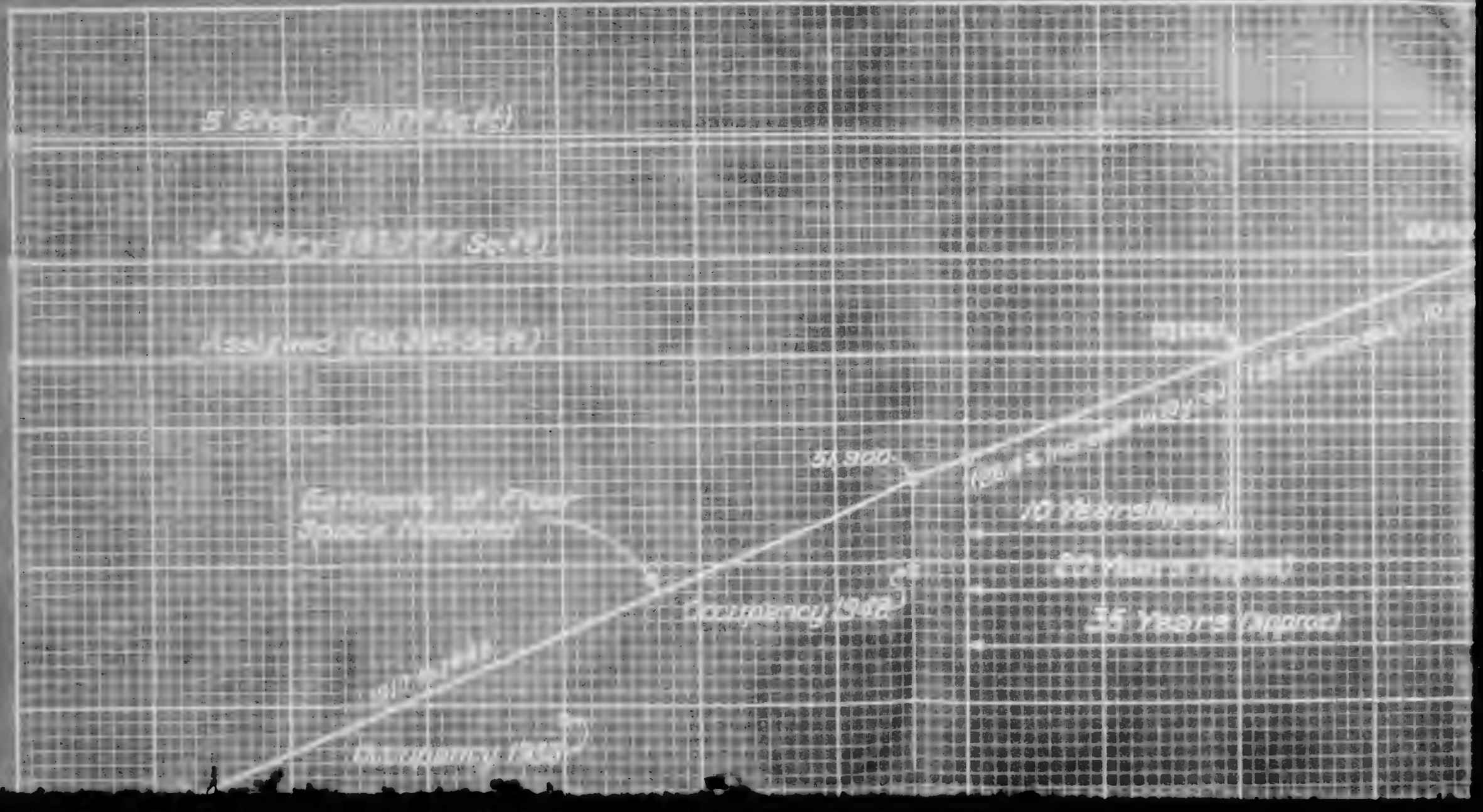
R. H. Baldock
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

FLOOR SPACE REQUIREMENTS
SUPERVISORY OFFICE AT SALE

Showing comparison with floor space to be provided in proposed new Highway Bldg.

June 1948

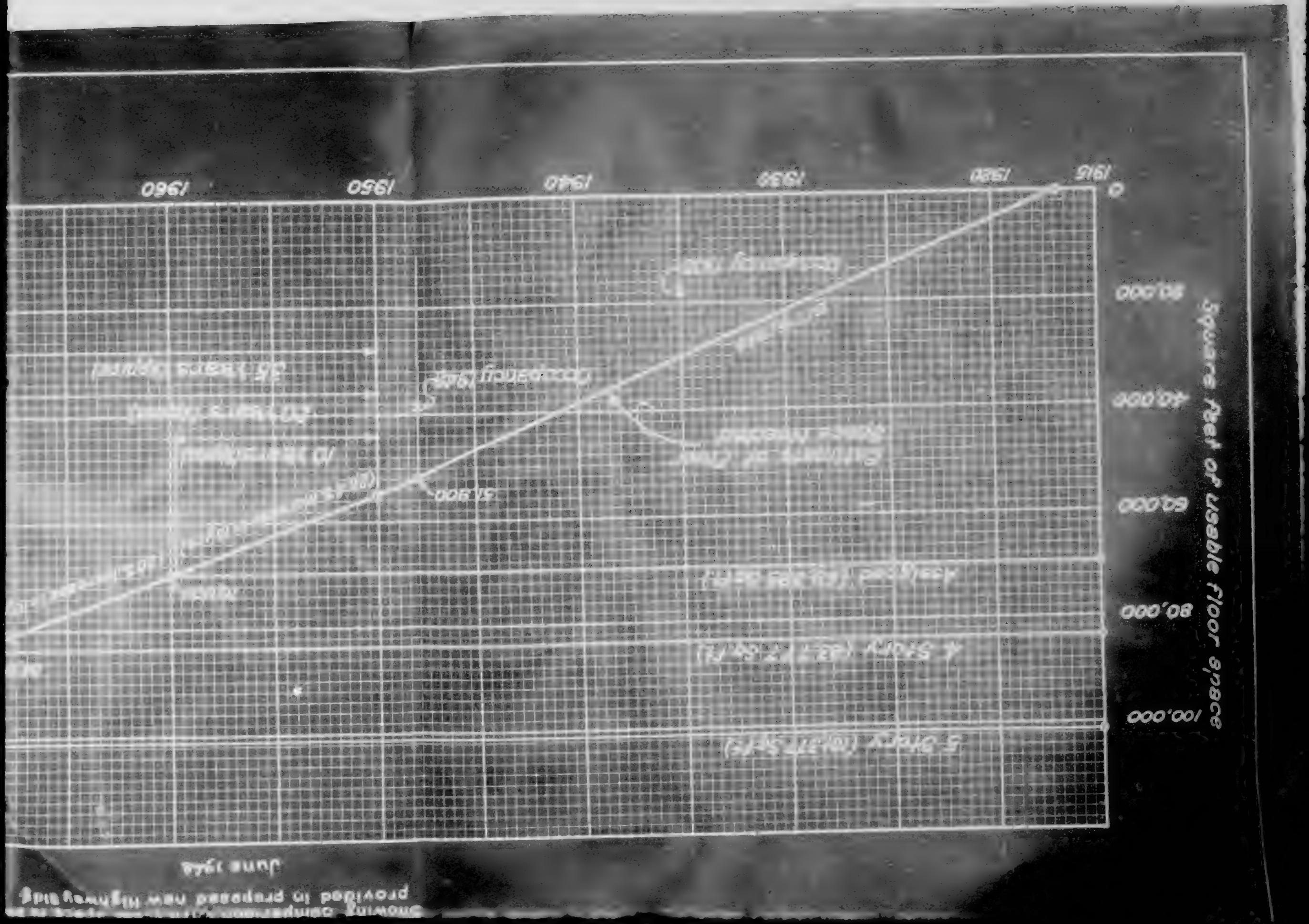


OREGON STATE HIGHWAY COMMISSION

FLOOR SPACE REQUIREMENTS SUPERVISORY OFFICE AT SALEM

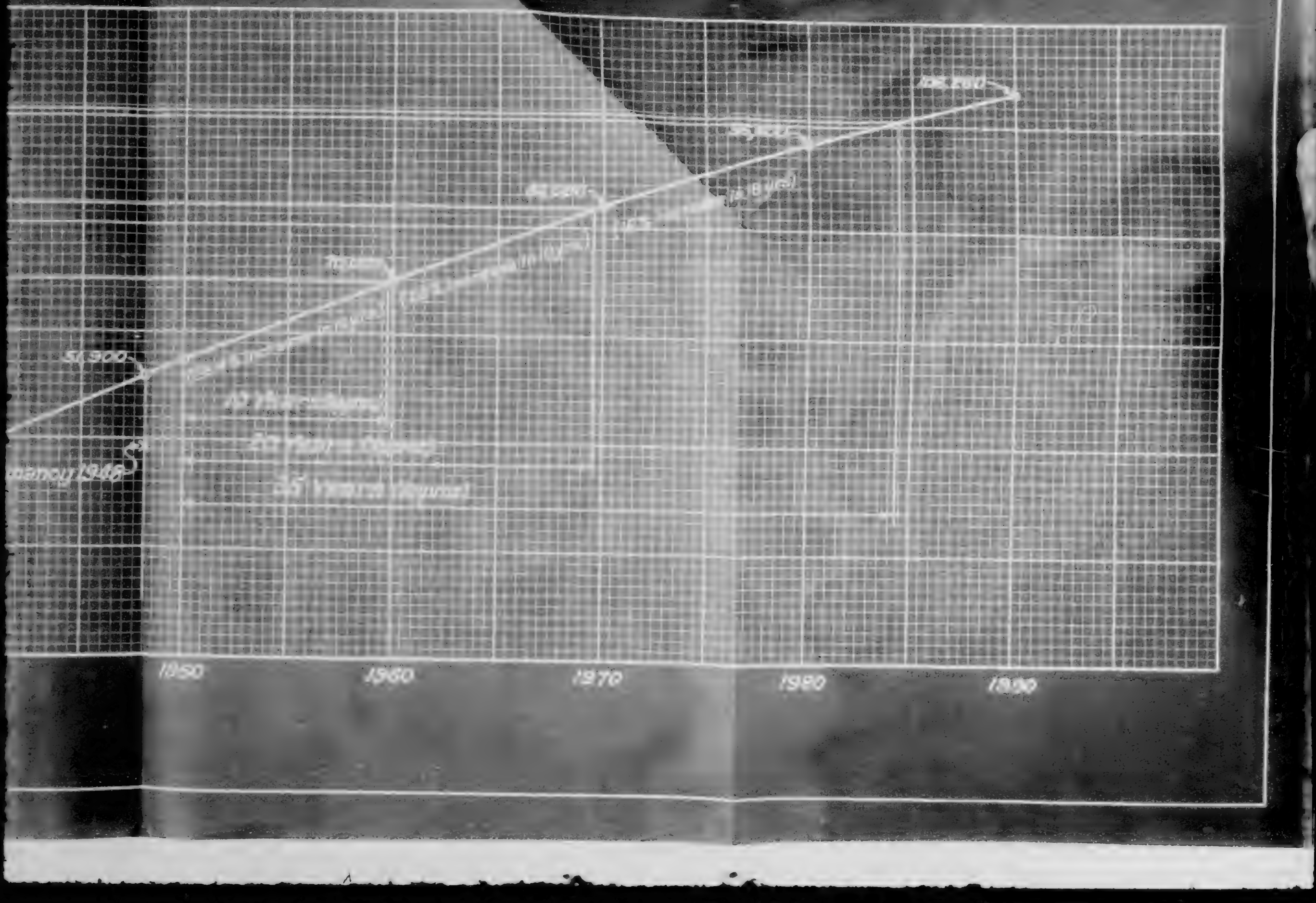
Showing comparison with floor space to be provided in proposed new Highway Bldg.

June 1944


1960
1950
1940
1930
1920
1915
0
50,000
40,000
60,000
80,000
100,000
Square feet of usable floor space

Showing comparison with floor space to be provided in proposed new Highway Bldg.

June 1948



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APR 6 1948
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April 1, 1948

Oregon State Highway Commission

Gentlemen:

On October 20, 1947, I reported to you on the cost of a proposed Highway Office Building and submitted a floor plan showing the allocation of space. This floor plan was for a five story building with basement. The gross floor area was 161,442 sq. ft. and the usable office area, exclusive of halls, elevators, and other service facilities, was 114,170 sq. ft. The total cost of this building was estimated as $2,680,200, including right of way and incidental costs. This estimate was based on a cost of $14 per square foot which was used at that time by the architects for the State Office Building on the adjacent block. These architects have told us that, due to rising costs a figure of $15 per square foot should be used at the present time. This would increase the estimated cost of the project submitted October 20, 1947, to $2,851,000.

To reduce this cost, I have had a new floor plan worked out which I am attaching. A five story building with basement would have a gross area of 141,612 sq. ft. and a usable office area of 101,377 sq. ft. The total estimated cost of such a project is:

Building	$ 2,124,180
Architects' Fee at 6%. . . .	127,450
Property Value	250,000
Landscaping.	15,000
Street and Parking Area. . .	16,000
	$ 2,532,630

It is proposed to assign 69,395 sq. ft. to the Highway Department now, leaving 31,982 sq. ft. for rental to other departments. By 1960 it is estimated that the Highway Department will need 77,550 sq. ft. which will still leave 23,827 sq. ft. for rental.

A further reduction in cost could be made by building a four story building with the same floor plan. Such a building would have a gross area of 118,010 sq. ft. and a usable area of 83,777 sq. ft. The estimated cost is:

Building	$ 1,770,150
Architects' Fee at 6%.	106,210
Property Value	250,000
Landscaping.	15,000
Street and Parking Area. . . .	16,000
	$ 2,157,360

These four floors leave a space of 14,362 sq. ft. immediately available for rental and a surplus of 6,227 sq. ft. after providing for Highway Department needs in 1960.

There is a practical compromise between the five and four story plans. The two wings could be built four stories high and the central section, 86'x79' in area, built five stories high. This would improve the appearance of the structure and would provide an additional 6,794 sq. ft. of gross area. The total gross area would be 124,804 sq. ft. and the usable area would be 88,500 sq. ft. The total estimated cost of this plan is:

Building	$ 1,872,060
Architects' Fee at 6%.	112,320
Property Value	250,000
Landscaping.	15,000
Street and Parking Area. . . .	16,000
	$ 2,265,380

This would leave 19,105 sq. ft. of area immediately available for rental and 11,000 sq. ft. available after 1960.

Very truly yours,

R. H. Baldock
State Highway Engineer

ORP/dbm

cc G. S. Paxson

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OCT 10 1947
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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUFF, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
SECRETARY

24-3451
3250

Maint
Bldgs & Sites
State Office Bldg.

September 9, 1947

Members of the State Highway Commission

NOTED
State Highway Engineer

Gentlemen:

I am enclosing for your information a copy of a letter that has just been received from the Moderator and Clerk of Session of the First Presbyterian Church of Salem regarding the purchase of Block No. 82, City of Salem, on which to construct the State Highway office building.

Respectfully yours,

H. B. Gamble
Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo
Enc.

cc - Mr. W. C. Williams
Mr. J. M. Devers

NOTED
W. C. WILLIAMS

A. W. SCHANNEP, CHAIRMAN
J. H. BANFIELD, MEMBER
COMMISSIONERS

THE FIRST PRESBYTERIAN CHURCH

Chemeketa and Winter Streets

Salem, Oregon

September 8, 1947

Oregon State Board of Control and the
State Highway Commission
Salem, Oregon

COPY

Gentlemen:

Having learned that the State of Oregon, acting through its duly authorized Board of Control and State Highway Commission, is considering the acquisition of Block Number 62 of the City of Salem, on which the First Presbyterian Church is located, the Official Boards of the Church (The Session, Board of Deacons and Board of Trustees), wish to enter their strong protest against such action. The Boards of the Church greatly prefer not to have the Church disturbed in its present location. However, if it is the decision of the State authorities that our land is necessary for State Capital purposes then we shall acquiesce in that decision. We do earnestly request that such acquisition be deferred just as long as possible. In support of such request we submit the following:

1st. The Church is a substantial and beautiful structure which has been in use only 19 years. It has many years' utility left which ought not to be sacrificed. That cost would be a heavy and unnecessary burden on the taxpayers of the State unless there is no practical alternative. We believe too that the aesthetic values of the Church, which show to advantage across the mall of the capitol group, ought to be preserved as long as possible.

2nd. From the report of the State Capital Reconstruction Commission, the Church has anticipated that its land might ultimately be required by the State. Accordingly it has recently taken steps to protect itself by contracting to buy land at the southwest corner of North Winter and Chemeketa Streets. The total cost will be $68,000.00 of which amount $49,000.00 remains unpaid.

We had not anticipated that our present property would be required for many years to come, and the present inquiry comes as a distinct surprise. We do not deem it practical to move the present structure. We roughly estimate that the Church would have to raise around $150,000.00 in addition to the sum it would receive from the state for its present property to pay for land, to plan and erect a new church and parsonage. The Church is not prepared for a financing program of such magnitude. To raise such a sum from voluntary gifts of members would normally require from three to five years.

3rd. If the Church should be dispossessed within a few months or a year, it would have no place for worship. Buildings of the size and character required for the extensive program carried on by the First Presbyterian Church are not

readily available. The work of the Church would suffer seriously if it would be deprived of a church home for any length of time. We request that when the time does come that the state will require our property, that two years' notice be given the Church that it may proceed to plan and erect a new structure to be ready for occupancy prior to the time the state must take over the present property.

The Official Board of the First Presbyterian Church wish to cooperate with the State and not to obstruct it in providing housing for its departments. In ordering our plea for postponement of acquisition of Block Number 56 we do so that our Church may have time to prepare in an orderly manner for a change in location. Officials of our Church would be pleased to meet with officials of the state to discuss this matter in the hope of arriving at a solution satisfactory to both parties.

Sincerely yours,

/s/ Carl F. Smith
Carl F. Smith
Clerk of Session

/s/ Chester V. Hamblin
Chester V. Hamblin
Moderator of Session

Separate copy to State Board of Control

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

24-345 1

August 29, 1947

Mr. T. H. Banfield, Chairman,
Oregon State Highway Commission,
P. O. Box 450,
Portland 7, Oregon.

Mr. A. W. Schaupp,
State Highway Commissioner,
207 Willits Building,
Klamath Falls, Oregon.

Mr. Ben R. Chandler,
State Highway Commissioner,
101 North Broadway,
Coos Bay, Oregon.

Gentlemen:

I have just checked with the Governor's office and am advised that the date of September fourth at 10:00 A. M. is still the date for conference between the Highway Commission, the Board of Control and the State Land Board. As I understand it three subjects are to be discussed:

(A) The removal of sands from the shore of the ocean for commercial purposes;

(B) The imposition of a charge or royalty on gravel or sand removed from navigable streams and used for highway construction purposes; and

(C) The construction of a State office building for the Highway Commission's use.

I shall discuss these in the order presented above.

(A) Removal of sands from the shore of the ocean:

The 1947 legislative assembly enacted Chapter 493, which, among other things, provides that:

> "No sand, rock or other natural product of said ocean or beach, other than fish or wild life, agates or souvenirs, shall be taken from such beach, except pursuant to rule, regulation or permit of or from the Oregon state highway commission, provided that upon request of the county court of any county contiguous

to any portion of said ocean shore the Oregon state highway commission may grant permits for the removal of sand or rock from said ocean shore at designated locations to supply reasonable needs for essential construction uses in such localities as it appears sand and rock for such construction are not otherwise obtainable at reasonable cost."

The questions which will be discussed in connection with this matter are:

(1) Under what conditions may sands be removed for commercial purposes?

(2) Should a charge or royalty be made or collected?

(3) If a charge is made, to what fund or agency will it be credited?

The act which we have just discussed makes the shore of the ocean a public highway and vests title in the State. There is a statute which authorizes the State Land Board to charge a royalty for sands and gravel removed from navigable streams, but the Attorney General has held that that law does not extend to the shore of the ocean.

I understand the School authorities have requested that a charge made for sands taken from the shore of the ocean be credited to the School Fund. There is nothing in the law which gives the school people any right to make that claim.

I find nothing upon which I could base a request that the money be credited to the State Highway Fund, so as a matter of policy I recommend that the Highway Commission leave to the State Land Board the disposition of whatever money is collected for the removal of such sands, but I think that the Highway Commission should be reimbursed for such expenses as it may sustain in regulating and supervising the removal of such sands.

(B) Royalties on materials removed from navigable streams:

The Commission will perhaps recall that on June 5, 1947, I addressed a communication to the Commission in which I discussed the question of the right of the State Land Board to charge the Highway Commission royalty on sand or gravel taken from navigable streams.

In that opinion I held that the State Land Board is without authority to impose any such charge. The Attorney General has concurred in my version of the law, so I think there will be no real controversy between the Highway Commission and the State Land Board on that question. The State Land Board, however,

and rightly so, will require that our records be kept and our contracts awarded in such manner as to insure that contractors who are relieved of paying royalty for materials taken from navigable streams and used in highway construction do not reap a benefit or profit themselves, so I recommend that after this meeting our call for bids for work involving sand or gravel taken from navigable streams definitely require that those materials be furnished to the State by the contractor without charge other than handling charges.

(C) State office building for Highway Commission.

There are two statutes, both of which authorize the Highway Commission to construct an office building. One of them is Chapter 569 and the steps or procedural factors in that act are these:

1. The Highway Commission and the Board of Control may enter into an agreement for the construction of an office building.

2. The building shall be located on a site to be acquired by the Highway Commission, title to which shall be in the name of the State, by its Highway Commission.

3. Plans and specifications are to be prepared by the Commission, or, if prepared by the Board of Control, then approved by the Highway Commission.

4. The Board of Control may finance the construction of the building with funds in the custody of the State Treasurer belonging to the State Industrial Accident fund or to the Retirement fund.

5. The use of such funds shall be on a loan basis at a reasonable rate of interest.

6. The use of funds shall be with the approval of the State agency whose funds are so employed.

7. All rents for the use of the building shall be applied by the State Treasurer toward the repayment of the loan.

8. When the entire debt is paid the building and the site shall be the property of the State of Oregon, acting by and through its State Highway Commission.

9. On taking possession of the building the Commission shall be responsible for its upkeep and for the upkeep of the grounds.

10. The Commission in planning the building may anticipate future needs and may provide more space than is now needed and may rent such space to other State agencies.

That is the procedure under one act. The procedure under the second act, which is Chapter 570, is as follows:

1. The Highway Commission is authorized to construct and maintain an office building at Salem on a site to be approved by the State Board of Control.

2. The building may provide for present needs and may anticipate future needs.

3. The Commission may lease to other state agencies such space as the Commission does not now need.

4. The building may be financed and the upkeep and the maintenance taken care of out of highway funds.

5. In lieu of highway funds the Commission may enter into an agreement with the Board of Control for the use of funds now in the custody of the State Treasurer and available for loan purposes. That would include the State Industrial Accident fund, Retirement fund and School fund.

6. A statute enacted as a part of the Capitol project contemplated the purchase by the State of Blocks 83, 85, 82 and 86, and this office building act that we are now talking about provides that if and when those blocks are acquired the Highway Commission may construct the office building on one of those blocks. The Commission, however, is not bound to use one of the blocks as the office building site but may select some other site with the approval of the Board of Control.

7. The Commission must apply rentals collected toward the retirement of the original debt and toward maintenance costs.

8. Under the act that we are just now construing and considering, the Commission may finance the construction of the building out of current highway revenues, or it may finance the building in part with current revenues or in part with a loan from the Board of Control.

Under either statute it is my opinion that title to the land upon which the building is constructed is to be in the name of the State Highway Commission.

I think the main difference between the two statutes is that under one the financing is to be done with funds borrowed through the Board of Control, except possibly the acquisition of the site, while under the other act the financing may be entirely with highway funds, or with highway funds and money borrowed through the Board of Control.

Highway Commissioners August 29, 1947

If the rate of interest required by the Board of Control is greater than the Commission is willing to pay, I would suggest that the Commission sell two million dollars' worth of bonds, assuming that the building will cost two million dollars, the bonds to mature in five years.

I am definitely of the opinion that it would be well to call for bids on a two million dollar bond issue so that the Commission can be advised as to the market value of money when dealing with the Board of Control.

I have furnished this information in advance of the conference so that the commissioners may be better informed with respect to the subjects to be discussed.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
H. B. Glaisyer

FERRY ST.

WINTER ST.

ST.

STATE CAPITOL

ST.

WINTER

ST.

ST.

STATE LIBRARY

ST.

WEST SUMMER ST.

STATE
CAPITOL

SUNKEN GARDEN

EAST SUMMER ST.

6'-8"

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RARY

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GARDEN

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STATE CAPITOL

STATE

WAVERLY

Supreme Court Bld.

STATE CAPITOL

SUNKEN GARDEN

EAST SUMMER ST.

62'-8"

152'-8"

8'-8"

PROPOSED OFFICE BLDG.

DRIVEWAY

COURT

CHEMEKETA

PROPOSED HIGHWAY B...

CAPITOL ST.

ST.

STATE

WAVERLY ST.

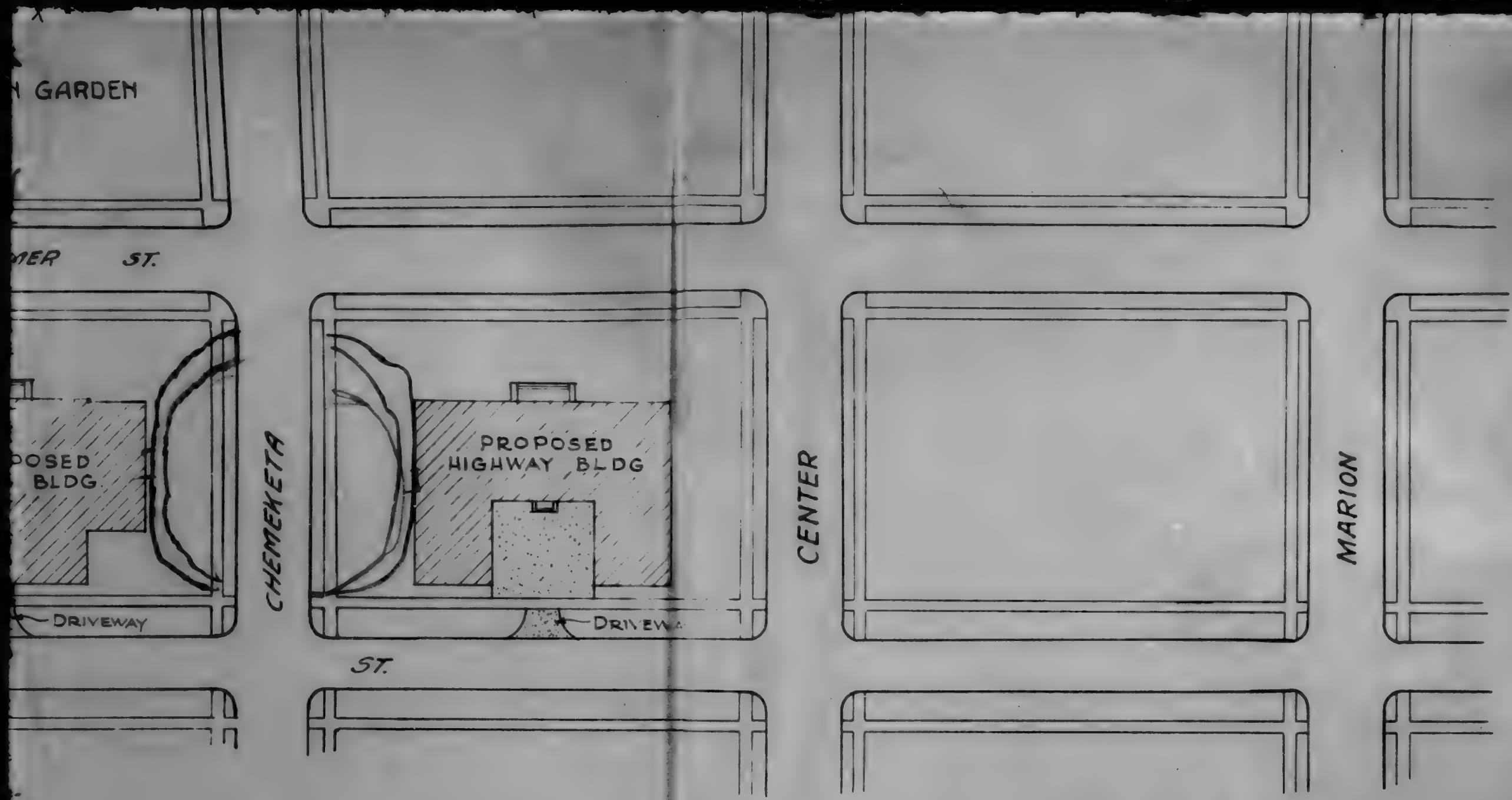
Supreme Court Bld.

Existing State Office Bld.

PLAN "A"

OFFICE BUILDING IN POSITION AS
AND HIGHWAY BUILDING P...

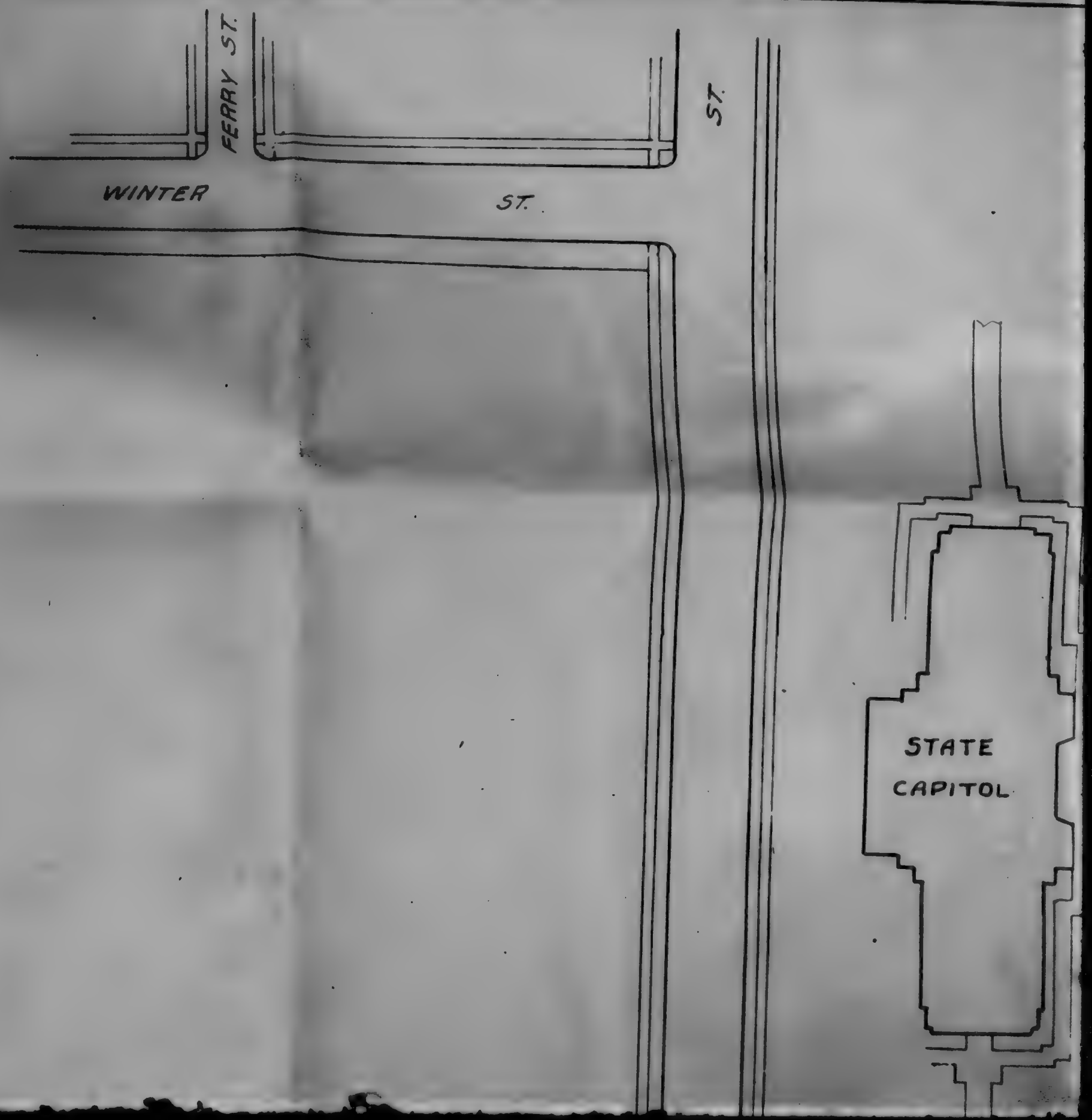
SCALE 1"=10...



PLAN "A"

OFFICE BUILDING IN POSITION AS PROPOSED BY ARCHITECTS
AND HIGHWAY BUILDING PLACED PARALLEL

SCALE 1"=100'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WEST SUMMER ST.

SUNKEN GARDEN

EAST SUMMER ST.

32'-8"

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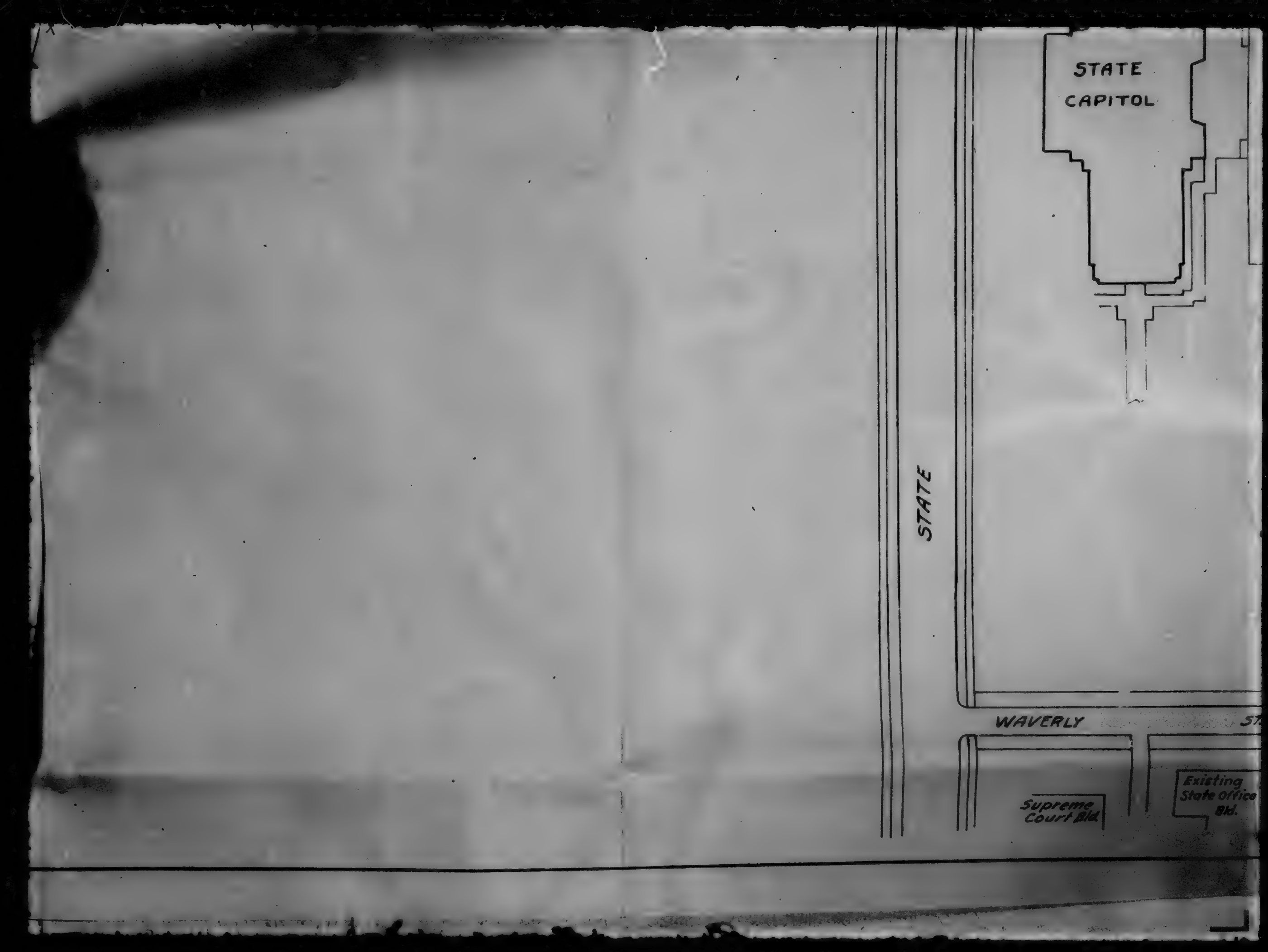
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STATE
WAVERLY
Supreme
Court Bld.
Existing
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Bld.

STATE CAPITOL

SUNKEN GARDEN

EAST SUMMER ST.

32'-8"

152'-8"

8'-8"

30'

PROPOSED OFFICE BLDG.

DRIVE WAY

PROPOSED HIGHWAY BLDG.

DRIVE WAY

STATE

COURT

CHEMEKETA

CAPITOL ST.

WAVERLY ST.

Supreme Court Bld.

Existing State Office Bld.

PLAN "B"

OFFICE BUILDING MOVED FORWARD TO
SERVICE DRIVEWAY IN REAR - HIGHWAY BLDG. P

SCALE 1" = 100'

N GARDEN

IMER ST.

POSED BLDG.

WAY

CHEMEKETA

PROPOSED HIGHWAY BLDG.

DRIVEWAY

ST.

CENTER

MARION

PLAN "B"

OFFICE BUILDING MOVED FORWARD TO PROVIDE SERVICE DRIVEWAY IN REAR - HIGHWAY BLDG. PLACED SIMILAR

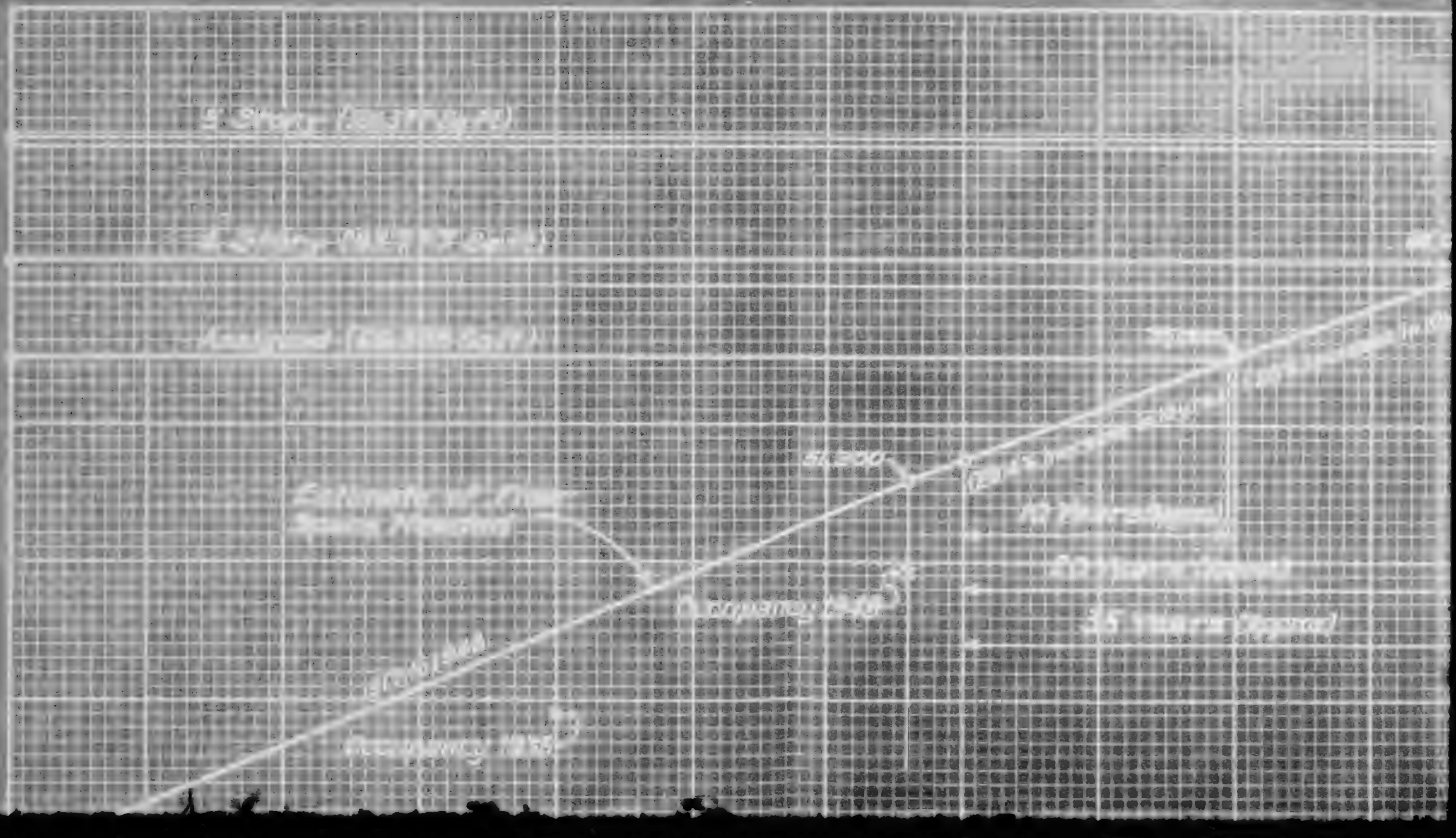
SCALE 1" = 100'

OREGON STATE HIGHWAY COMMISSION

FLOOR SPACE REQUIREMENTS
SUPERVISORY OFFICE AT SAL

Showing comparison with floor space to
provided in proposed new highway bui

June 1948

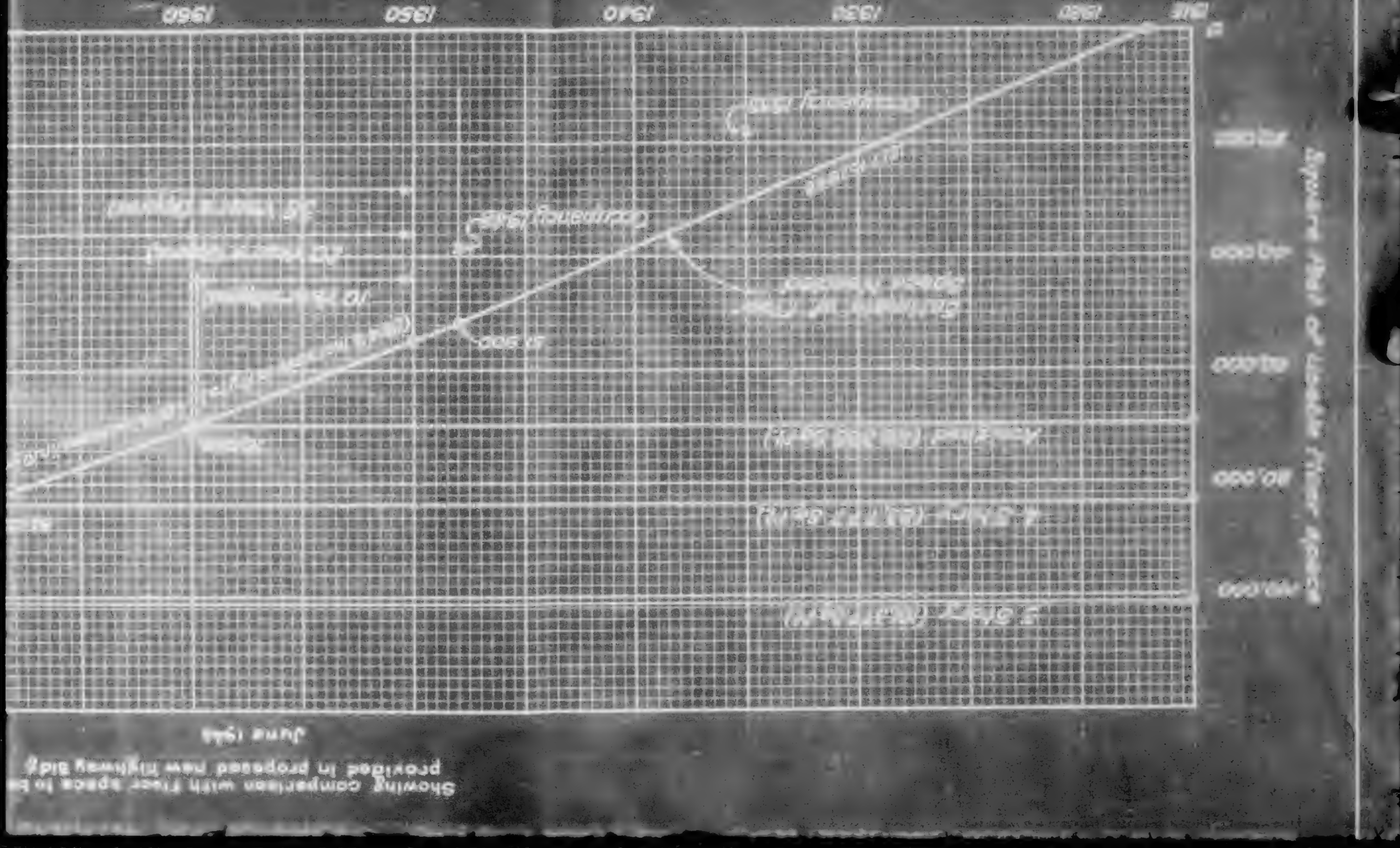


OREGON STATE HIGHWAY COMMISSION

FLOOR SPACE REQUIREMENTS SUPERVISORY OFFICE AT SALEM

Showing comparison with floor space to be provided in proposed new highway bldg

June 1944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2001

Showing comparison with floor space to be provided in proposed new Highway Bldg.

June 1954

1950 1960 1970 1980

Banquet Room

MEN

WOMEN

E L

E L

E L

J

J

CORRIDOR

Smith

Banquet Room

MEN

WOMEN

E L

E L

E L

J.

J.

C O R R I D O R

Banquet Room

Reception

CORRIDOR

MEN

WOMEN

E L

J

30'

20'

16'+

30'

16'

23'

THIRD FLOOR PLAN.
1" = 16' SCALE

FOURTH FLOOR SIMILAR.
TO BE USED BY HIGHWAY COMM.

MEN

WOMEN

E L

J. E L F L J.

C O R R I D O R

Reception

Waiting

Ramp to Fifth

R. J. W.

Exhaust

16'+ 30' 16' 23'

THIRD FLOOR PLAN

1" = 16' SCALE

FOURTH FLOOR SIMILAR.
TO BE USED BY HIGHWAY COMM.

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· STATE · CAPITOL · BUILDING

· COURT · STREET ·

· NEW · STATE · OFFICE · BUILDING

· SUNKEN · GARDEN

· STATE · LIBRARY ·

WINTER STREET.

STATE LIBRARY.

FUTURE BUILDING.

FUTURE BUILDING SITE.

WEST SUMMER STREET.

COURT STREET.

SUNKEN GARDEN

CHEMEKETA STREET.

GARDEN (NOT SUNKEN)

FUTURE EXTENSION OF WEST SUMMER

52.49

EAST SUMMER STREET.

51.42

FUTURE EXTENSION OF EAST SUMMER

NEW STATE OFFICE BUILDING.

HIGHWAY OFFICE BUILDING.

STREET.

FUTURE BUILDING

FUTURE BUILDING SITE.

FUTURE EXTENSION OF WEST SUMMER

GARDEN (NOT SUNKEN)

FUTURE EXTENSION OF EAST SUMMER.

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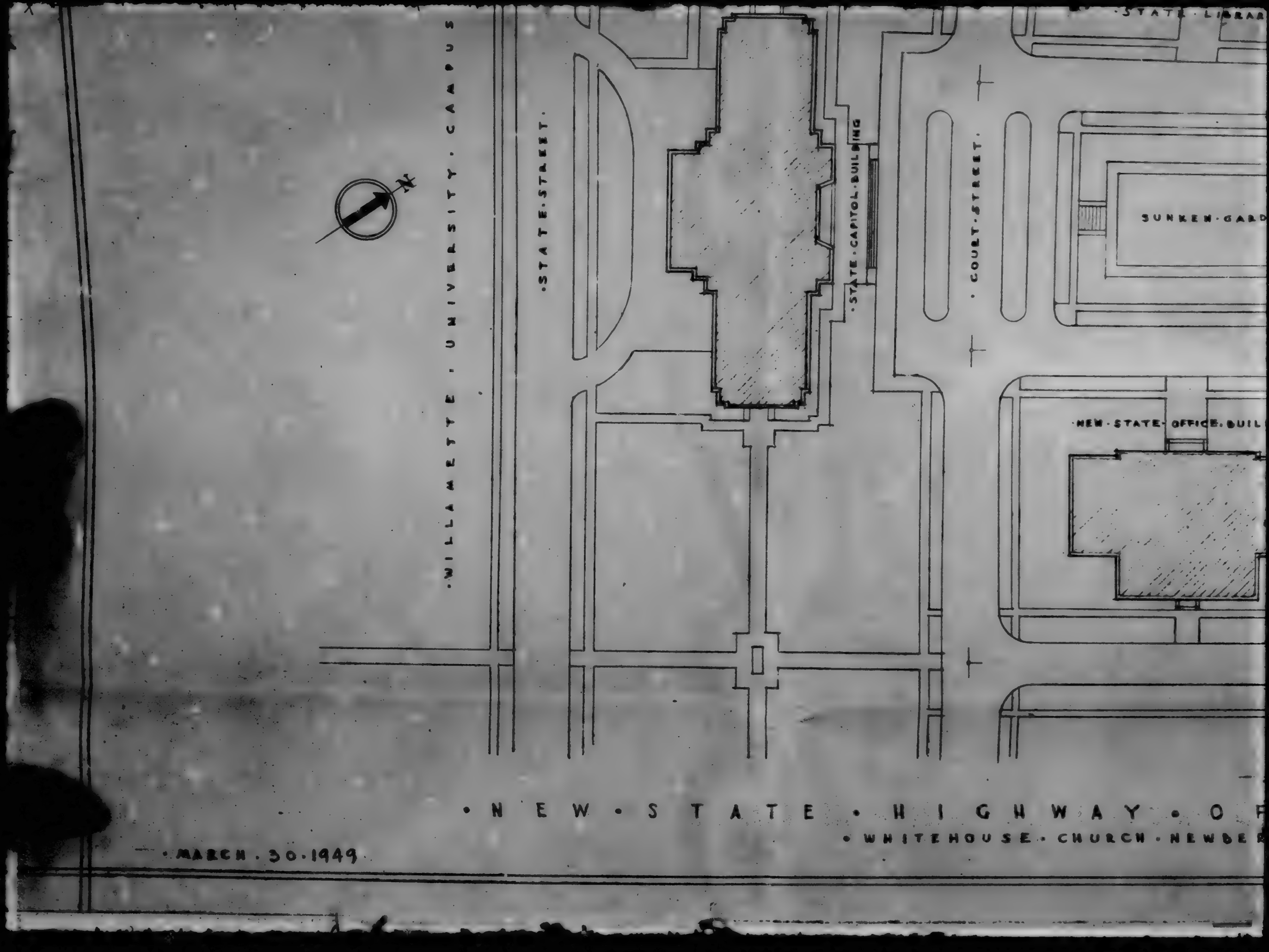
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STATE LIBRARY

FUTURE BUILDING

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FUTURE EXTENSION OF EAST S

NEW STATE OFFICE BUILDING

HIGHWAY OFFICE BUILDING

CENTER STREET

FUTURE BUILDING S

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CAPITOL STREET

PLOT PLAN
SCALE: 1" = 100'

HIGHWAY OFFICE BUILDING SALEM O

WHITEHOUSE CHURCH NEWBERRY & ROEHR - ARCHITECTS - PORTLAND - OREGON

FUTURE · EXTENSION · OF · WEST · SUMMER

GARDEN (NOT SUNKEN)

FUTURE · EXTENSION · OF · EAST · SUMMER ·

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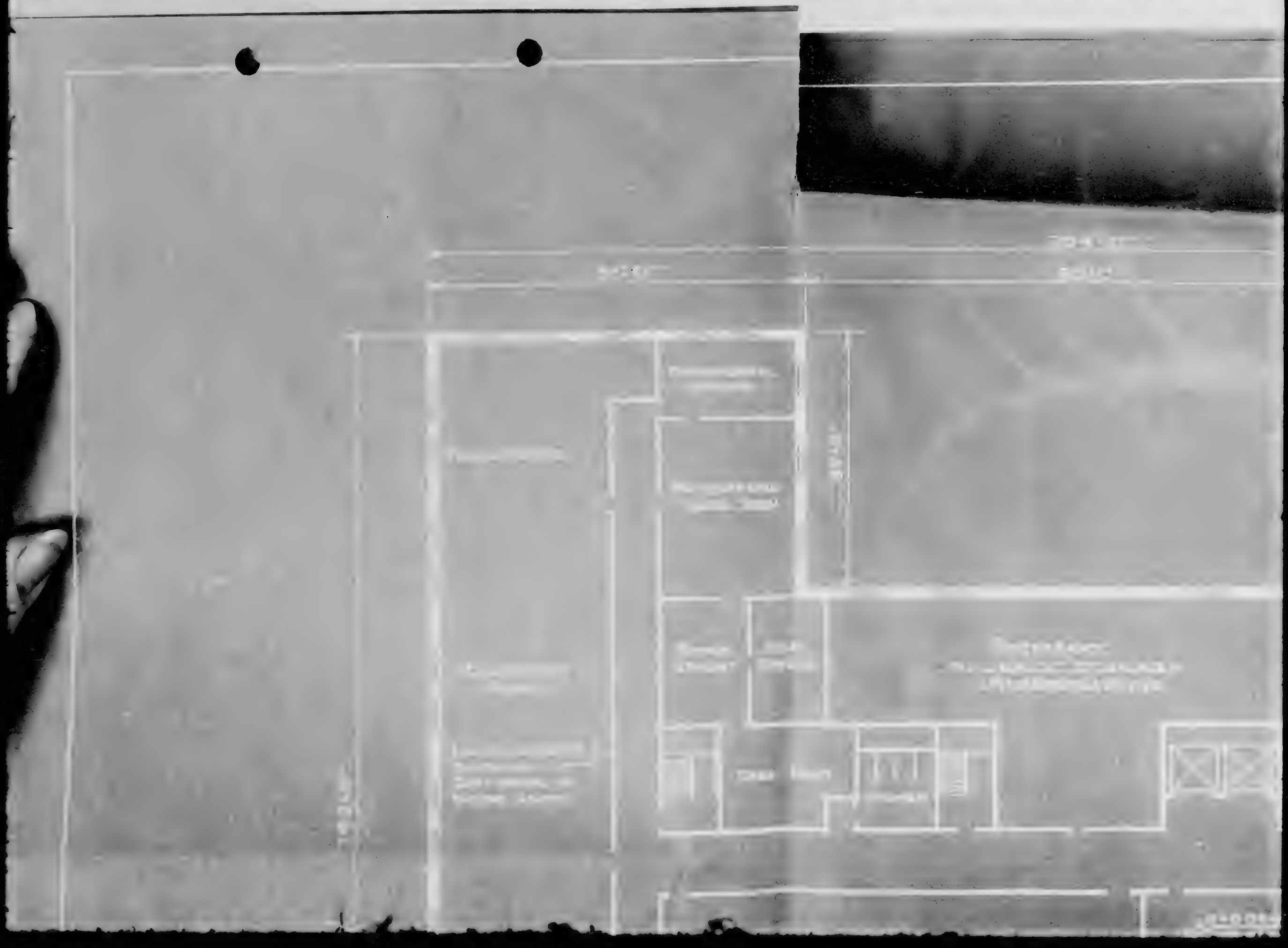

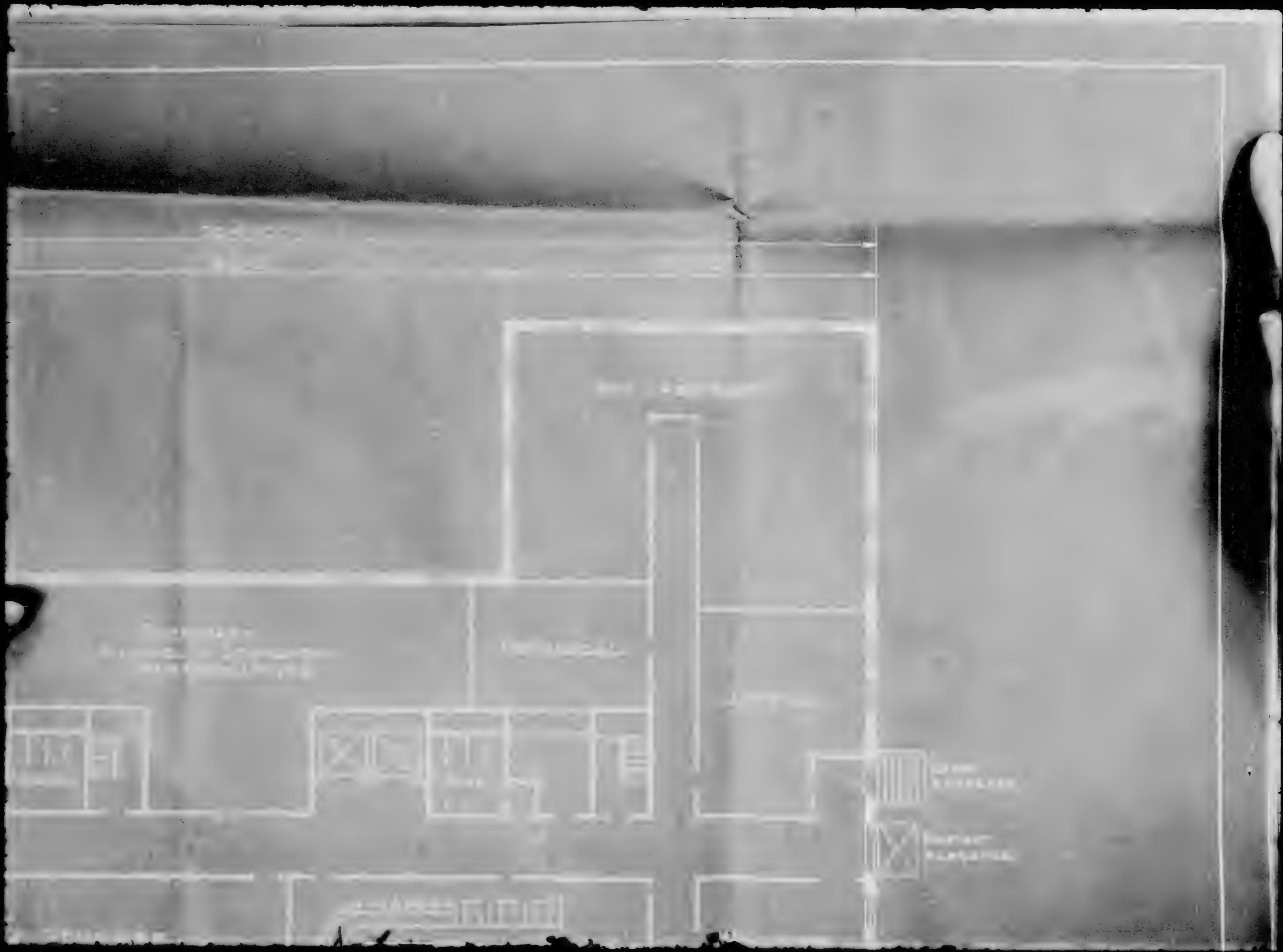

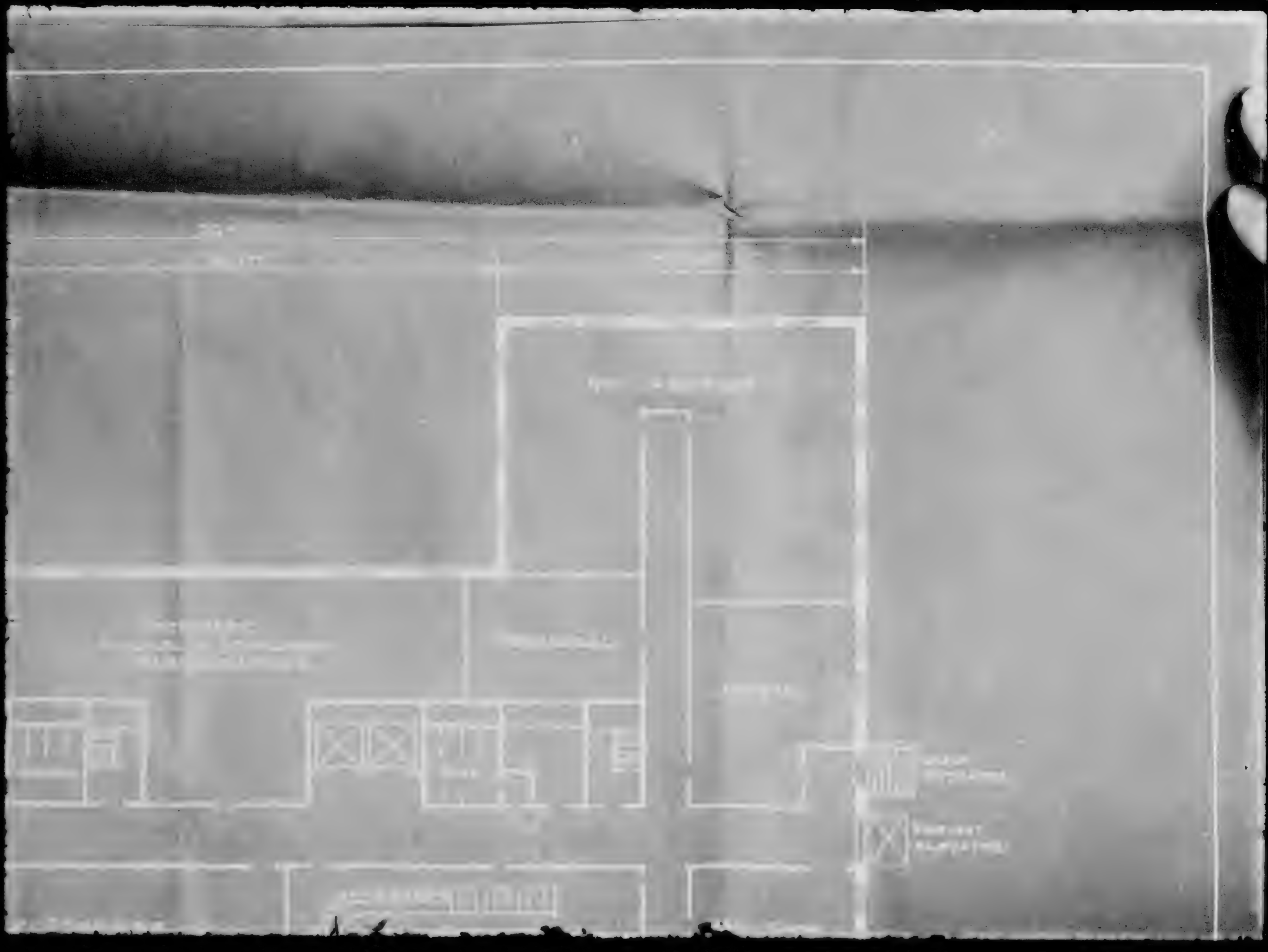

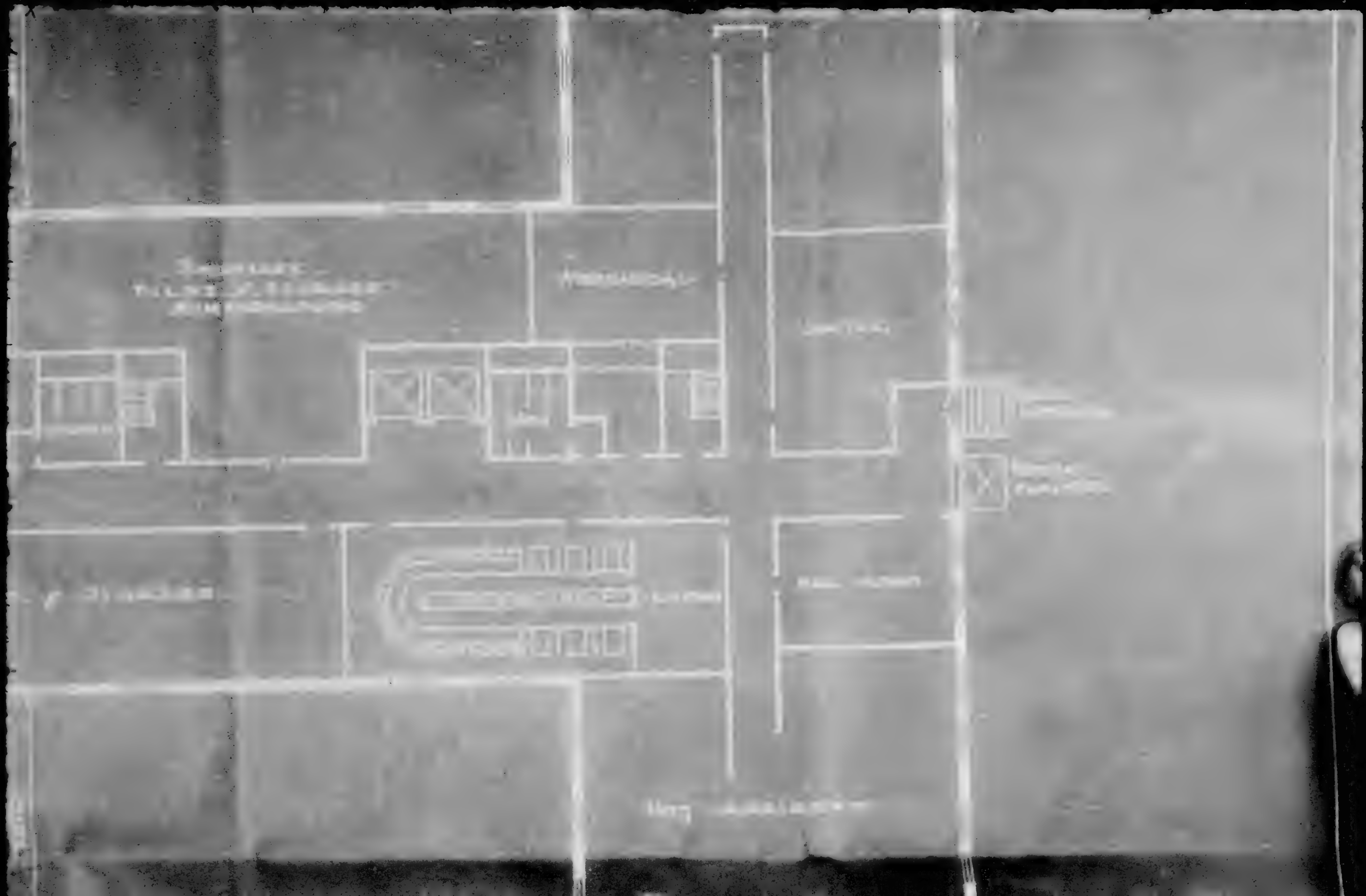

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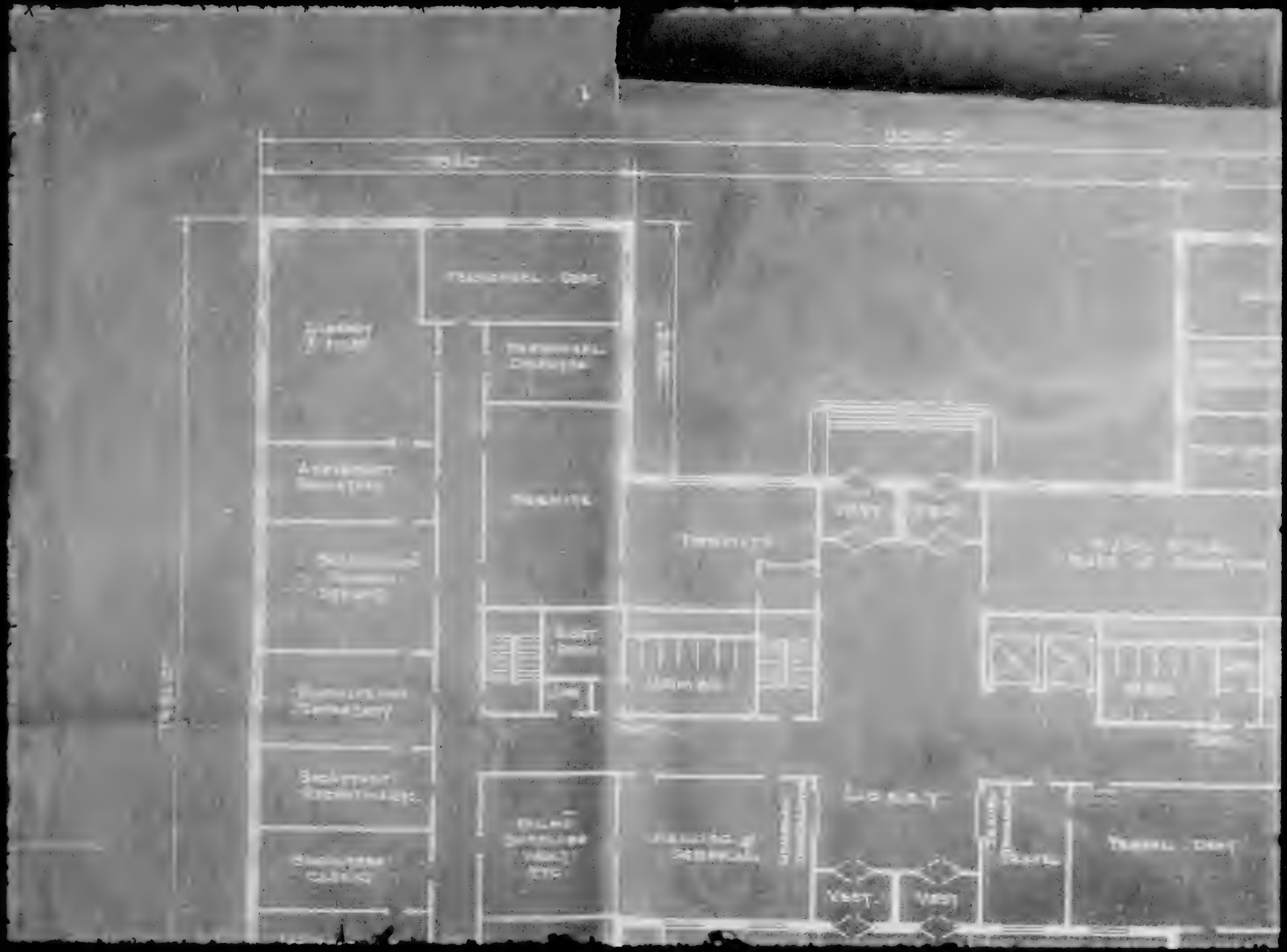
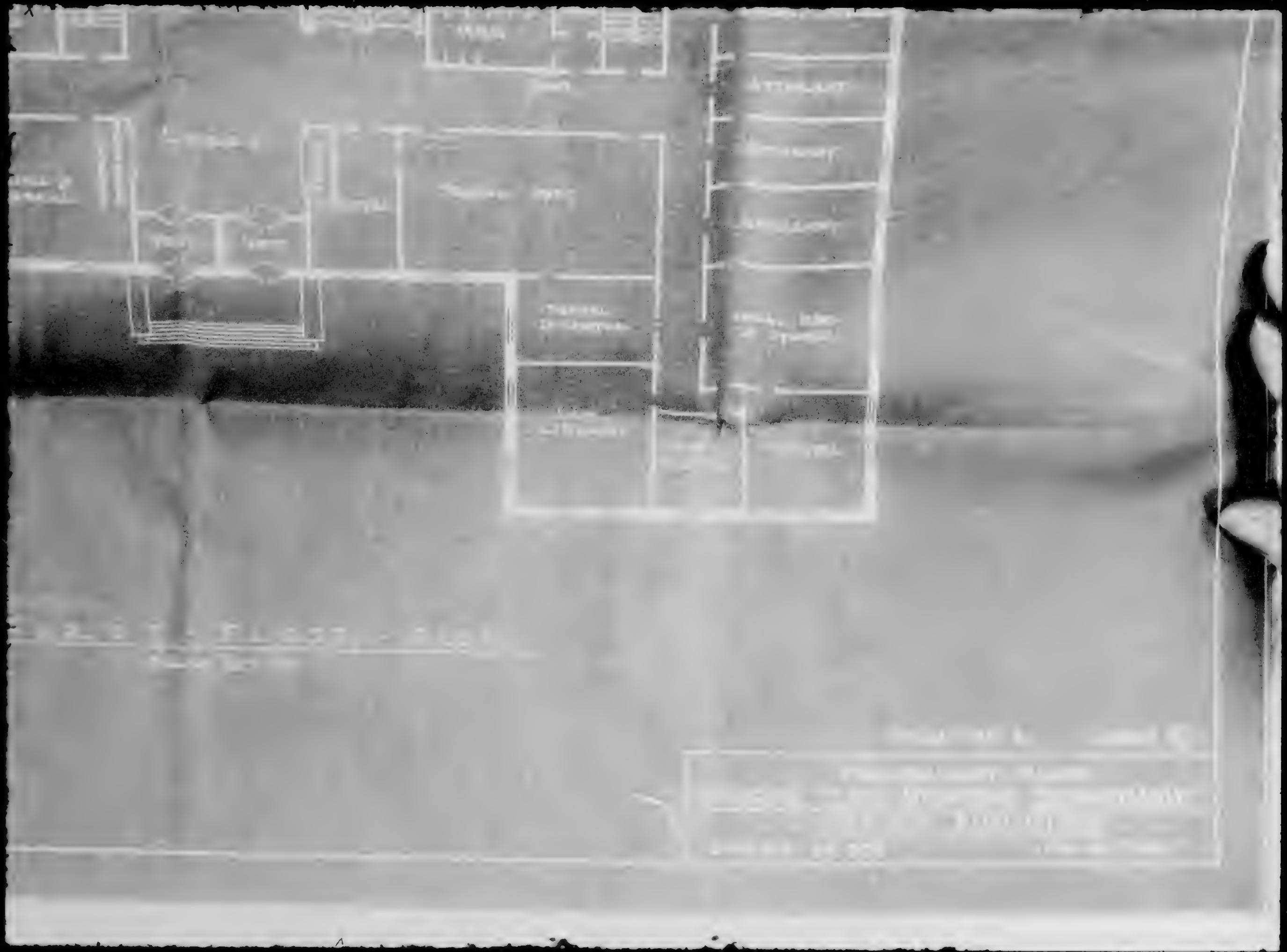


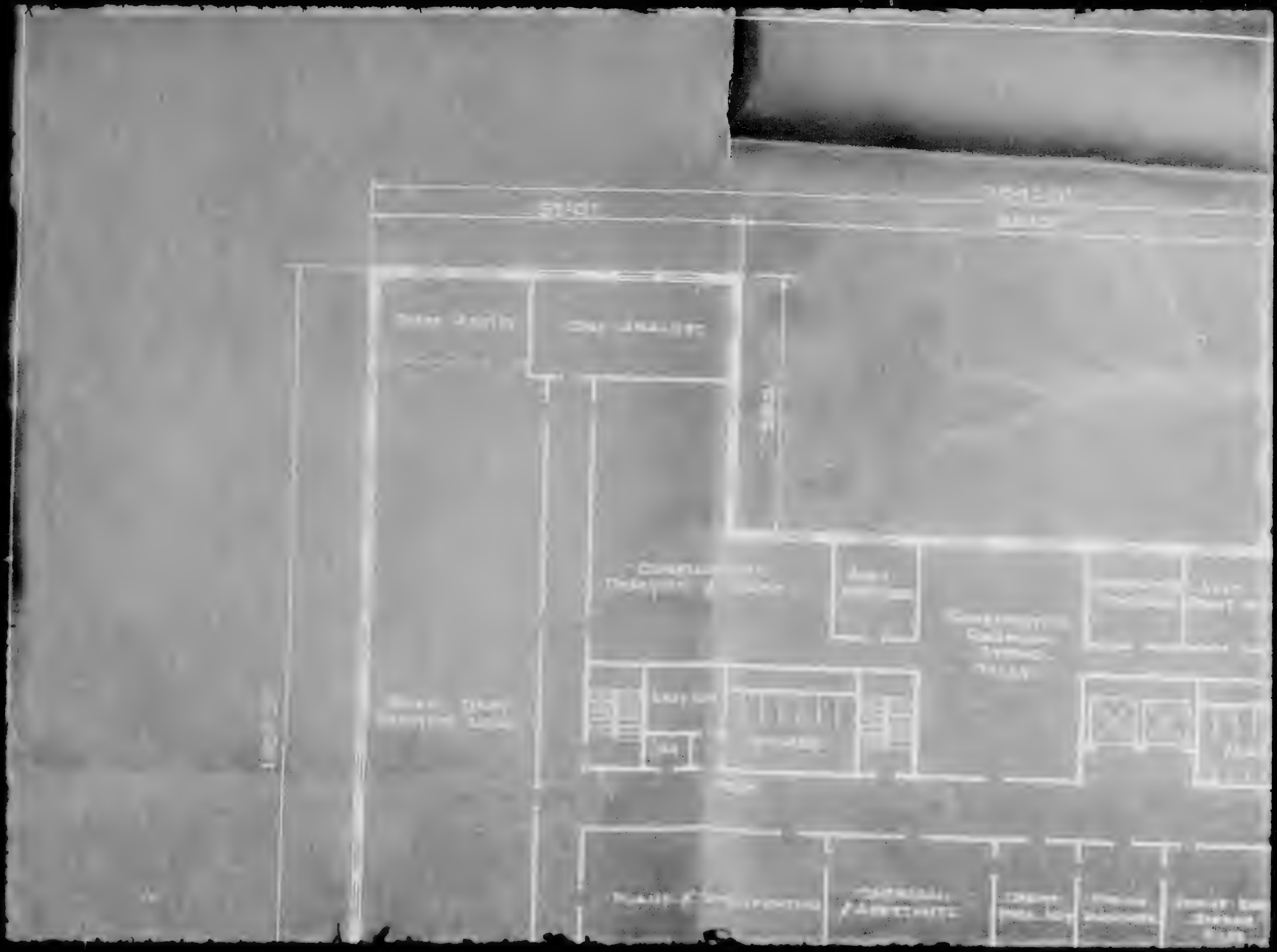
HIGHWAY ENGINEER

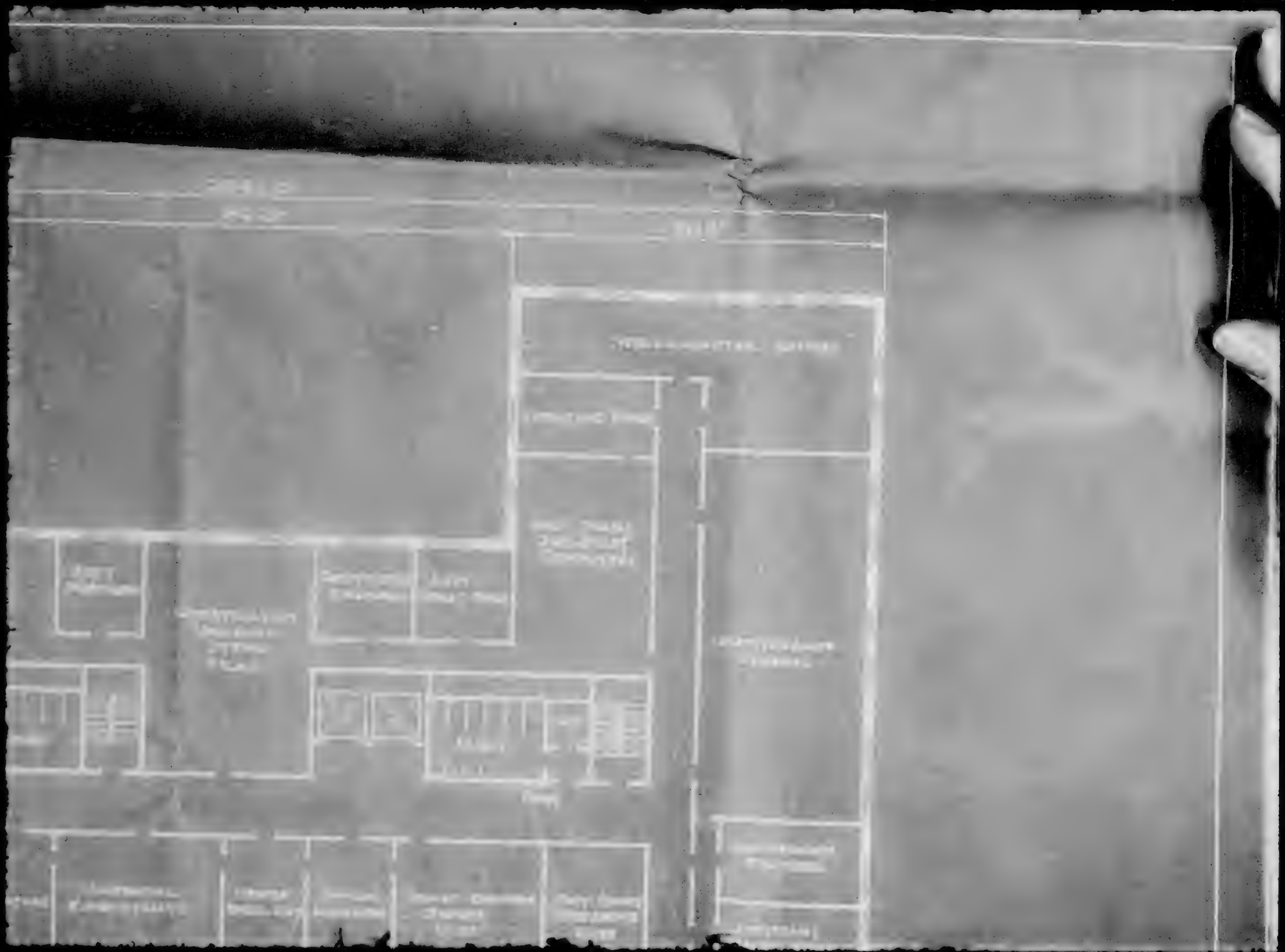
STENO

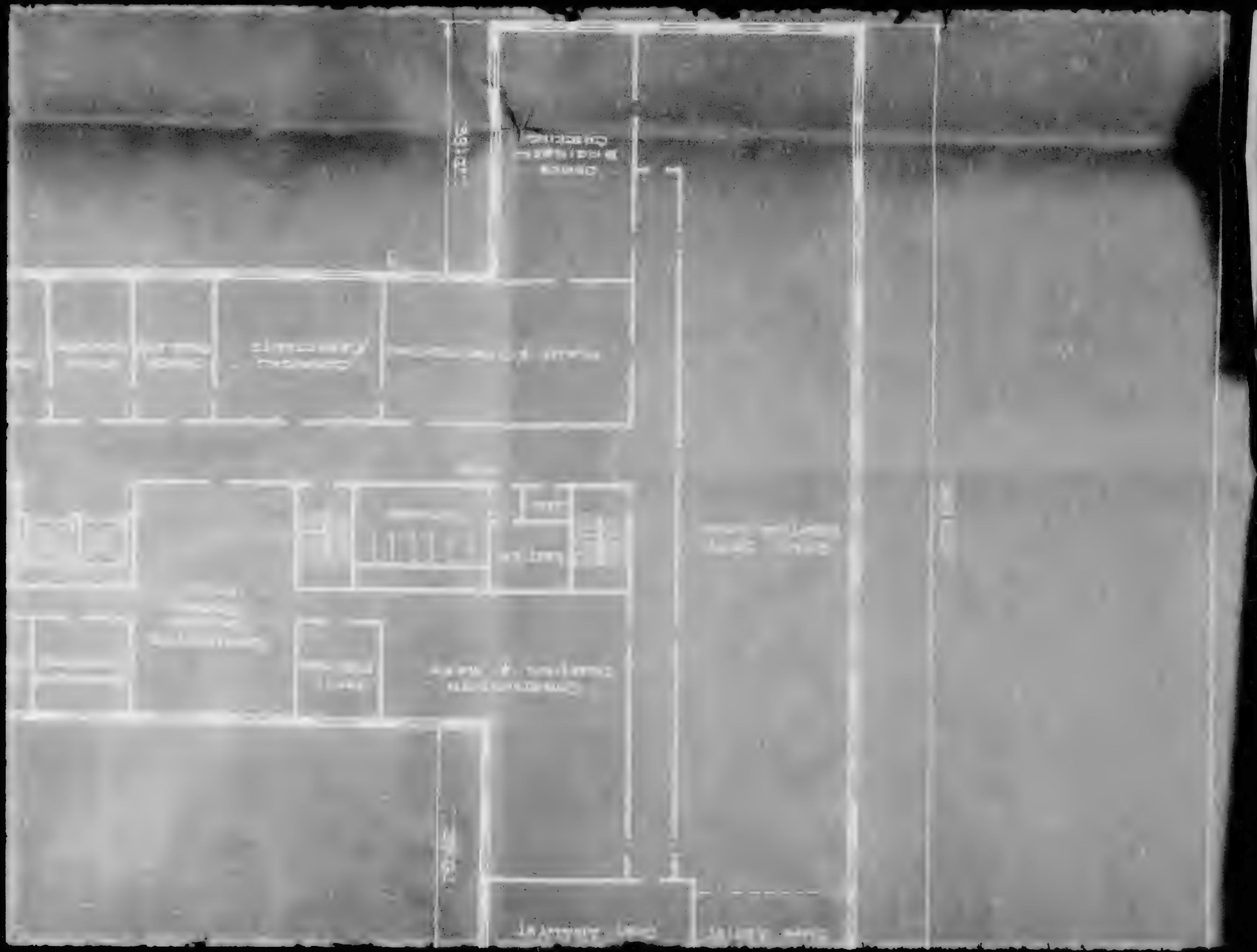
FIRST FLOOR PLAN

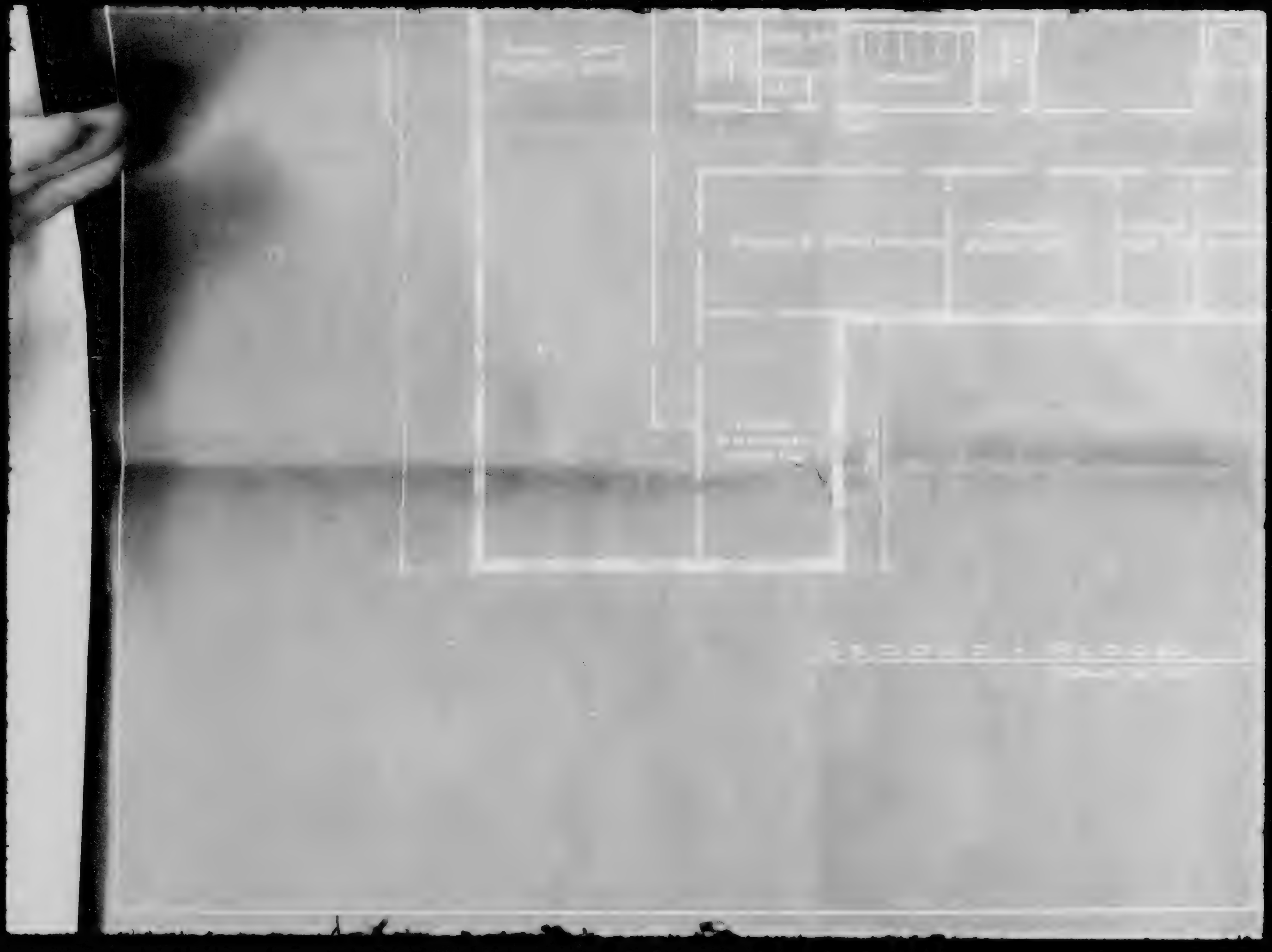
FIRST FLOOR PLAN

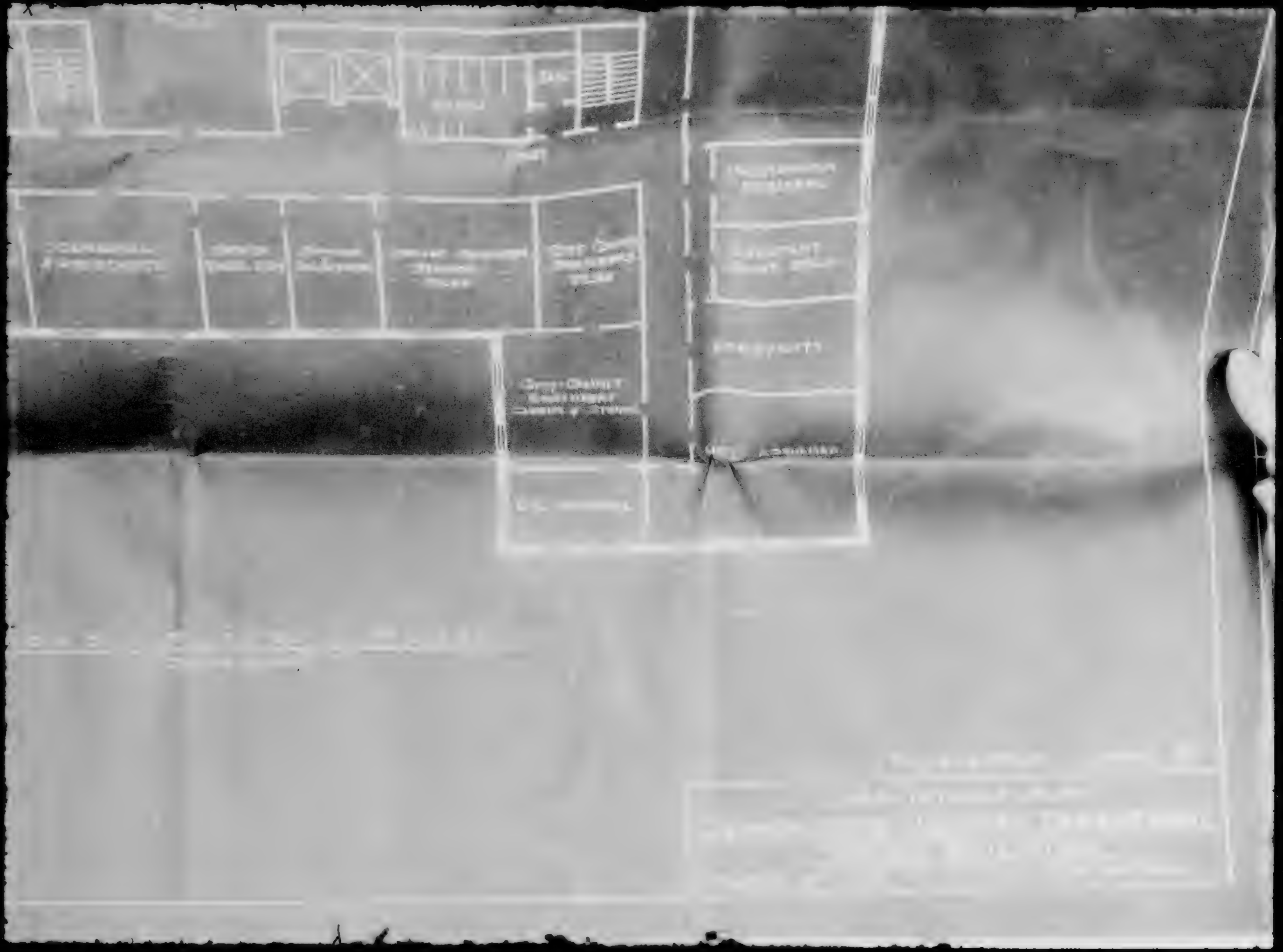


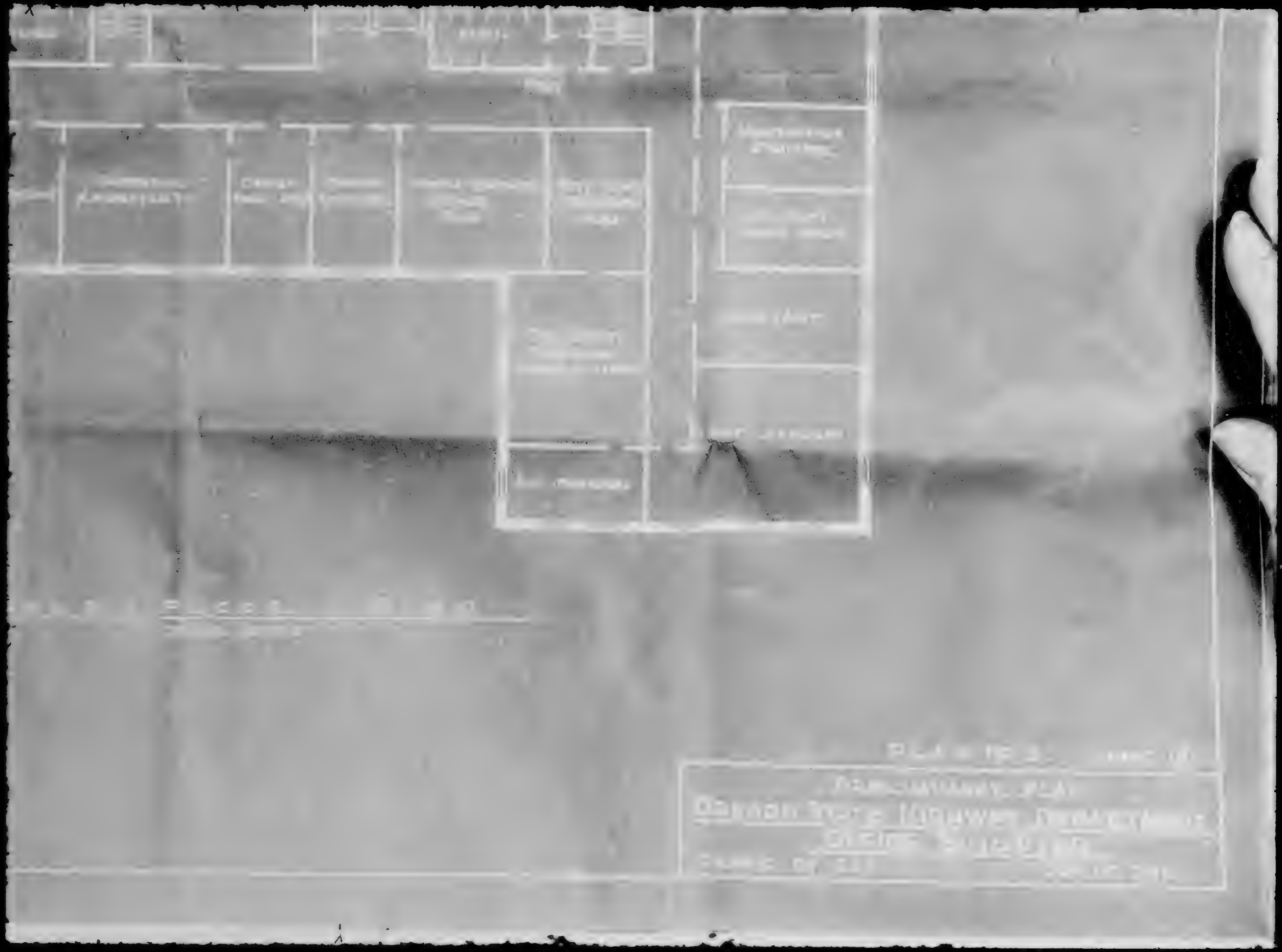


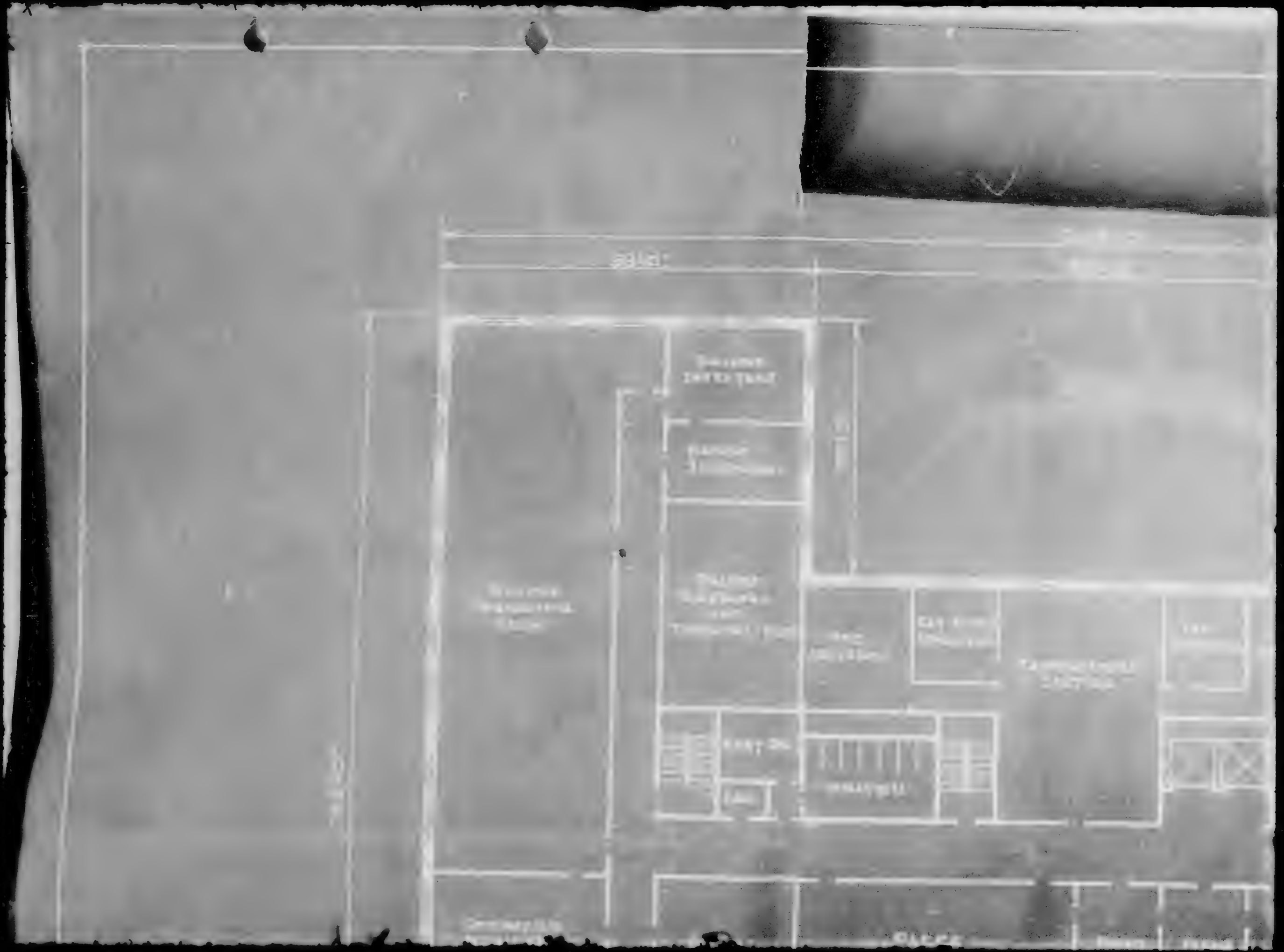


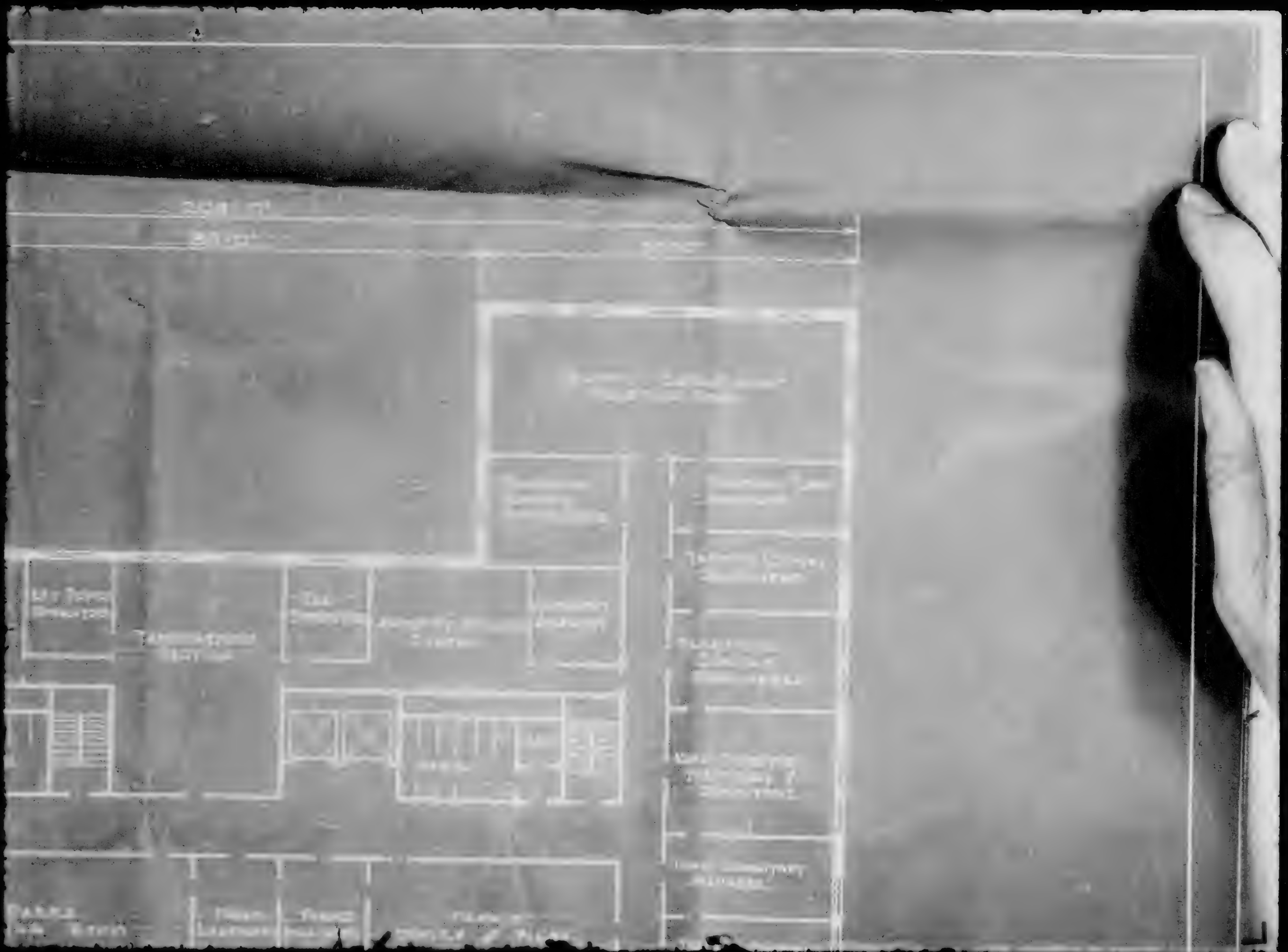


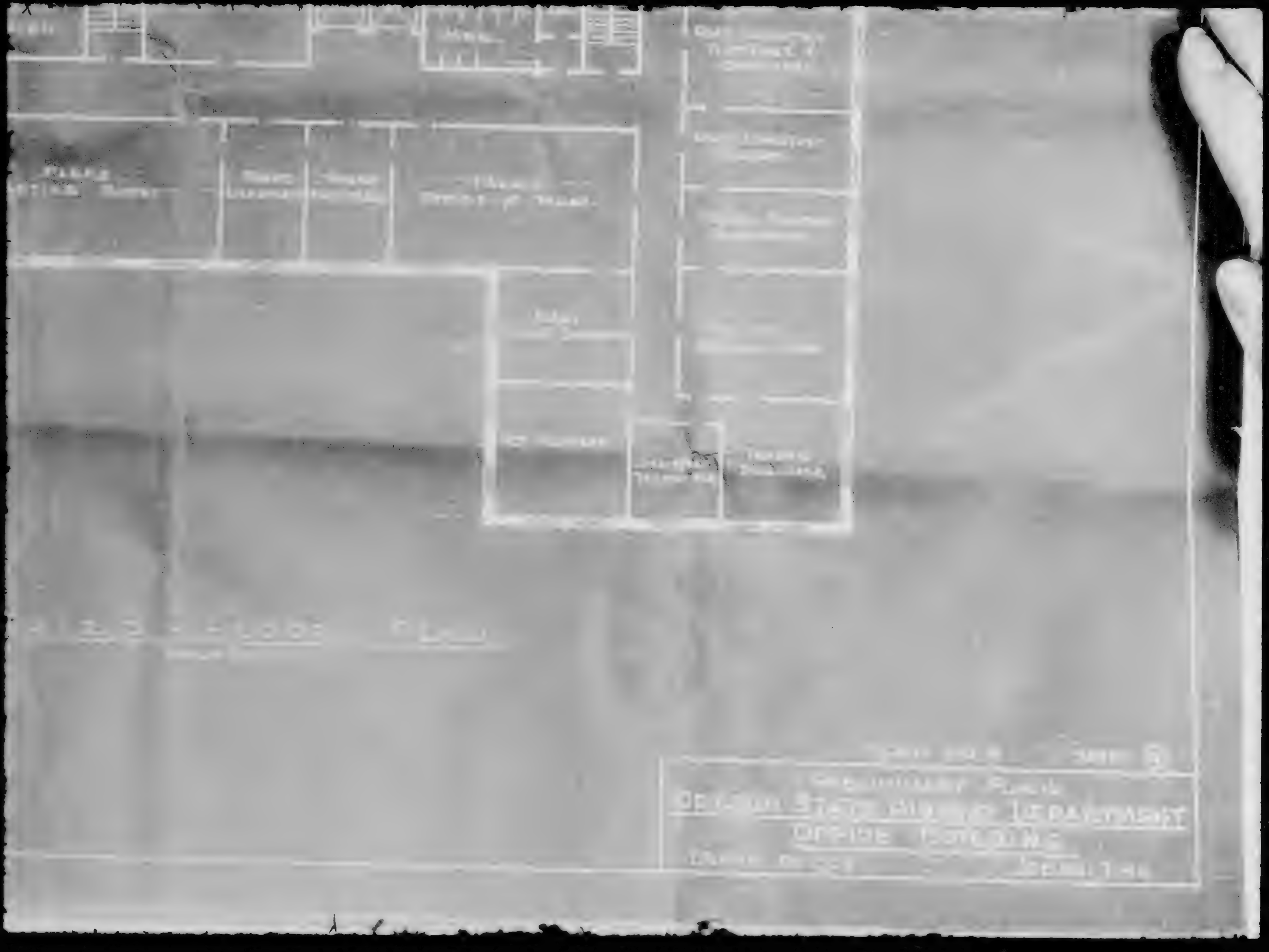


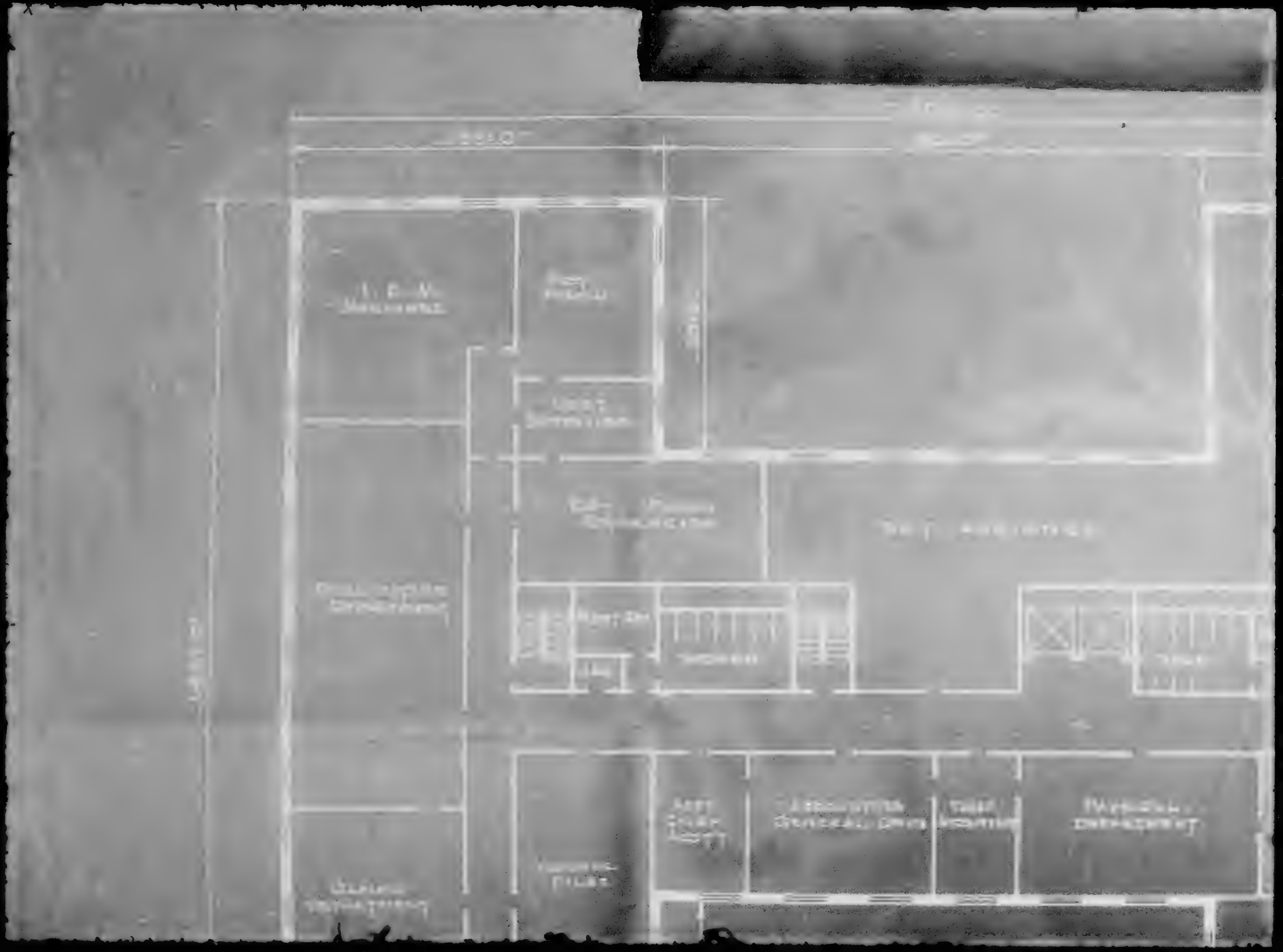












204'-0"

86'-0"

59'-0"

NOT ASSIGNED

MEN

JAN

EN

NOT ASSIGNED

ACCOUNTING
GENERAL OFFICE

CHIEF
ACCOUNTANT

PAYROLL
DEPARTMENT

VAULT

REQUISITION DEPARTMENT

REST RM.

JAN

WOMEN

MEN

JAN

ASS'T. CHIEF ACCT'T.

ACCOUNTING GENERAL OFFICE

CHIEF ACCOUNTANT

PAYROLL DEPARTMENT

VOUCHER FILES

CLAIMS DEPARTMENT

BOOKKEEPING

BOOKKEEPING MACHINE

39'-0"

FOURTH · FLOOR · PLAN

SCALE 1/16"=1'-0"

WOMEN

MEN

NOT ASSIGNED

ASST. CHIEF ACCT'T.

ACCOUNTING GENERAL OFFICE

CHIEF ACCOUNTANT

PAYROLL DEPARTMENT

VAULT

DIVISION ENGINEER GENERAL

DIVISION ENGINEER

FOURTH · FLOOR · PLAN

SCALE 1/16" = 1'0"

PLAN NO. 8 SHEET (5)

PRELIMINARY PLAN

OREGON STATE HIGHWAY DEPARTMENT

OFFICE BUILDING

DRAWN BY CCS JOB NO. 7146

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 3222 Ends with: Contract # 3250

FLASH CARDS: Begins every Contract

Remarks:

Reel No. _____ Reduction Ratio 21:1 Project No. _____

Camera: Name Bell & Howell Model File Master Film Recordak AHU. MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 29th day of July, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R Lewis